

## **Online Map Comments**

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## **Area-specific Comments**

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Area-specific comments submitted through the online comment tool						
Date Submitted	Topic	Raw Text	Latitude	Longitude	Region	Zip Code
4/29/2017	Environmental - Natural	No need to use pristine desert. Stay within the existing I10 corridor.	32.2104772	-111.231079	South	85743
4/30/2017		As a resident of the west side of Tucson living close to the Abraham Valley, I am totally opposed to ripping up our desert for more asphalt to move freight. Why are you teyinf to make Tucson into a Phoenix? Respect the natural wealth of This region and scrap the I-11 plans	32.3137648	-111.261155	South	85735
4/30/2017	Environmental - Natural	NO WAY should this traffic go THROUGH or NEAR Ironwood National park or Sahuaro National PARK. KEEP IT IN CONGESTED traffic areas, they are already bad, don't create new roads through national treasures.	32.3138362	-111.295701	South	85719
4/30/2017	Environmental - Natural	NO WAY through any natural land area where there is NO current road. No construction in wildlife or open land.	32.3141208	-111.208763	South	85743
5/1/2017	Environmental - Natural	I am writing in to again voice my complete disapproval for the proposed I-11 through Avra Valley.  This is a very environmentally sensitive area, vital to our desert. Moreover, this makes ZERO sense when there are considerable upgrades which can be made of the existing I-1-0 interstate. These improvements would include: - 3-4 lanes ALL THE WAY TO AND FROM PHOENIX - Widening I-19 from Nogales to Tucson	32.2055917	-111.209837	South	85743
5/1/2017	Corridor Alternatives	I strongly am against alternative route D (and C), due to: -Destruction of quality of life of all residents of this area, due to noise, traffic, light, future development; -Interruption of wildlife movement and habitat; -Greater cost compared to using the existing 1-10 corridor; -Adverse effects on the nearby parklands and intact natural areas, on quality of environment and future tourism: SNP, IFNM, archeology on State Trust Lands, reservation lands.	32.3161519	-111.204987	South	85743
5/1/2017	Corridor Alternatives	I am opposed to Corridor Alternatives C & D through Avra Valley. •Should there be a proven need for expanded capacity, making improvements to the existing Interstate 10 corridor is the best alternative to manage increased traffic volumes in southern Arizona.	32.3286273	-111.263489	South	85743
5/2/2017	Environmental - Social and Economics	Any plan i feel that goes through tonopah will create growth for this community and will be positive for the west valley	31.4541069	-111.000147	South	85004
5/2/2017	Public Process	I feel that the west of the city of buckeye is ready for expansion and the i-11 will only help and nurture that to happen. So i fully support the i-11 expansion through tonopah	31.4684964	-110.978394	South	85719
5/2/2017	Corridor Alternatives	I do not favor this option "C" based on the fact that we need to keep what remains of our public lands and wildlife linkages intact. Saguaro National Park West is a national treasure that is already becoming increasingly isolated due to development pressures from Tucson and Marana to the east. Constructing a new interstate west of this national park would destroy wildlife habitat and the Avra Valley forever.	31.94284	-111.09375	South	85701



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Date Submitted	Topic	Raw Text	Latitude	Longitude	Region	Zip Code
5/2/2017	Corridor Alternatives	I'm neutral on option "B". This should be used only if there is a documented and proven need for expanded capacity, making improvements to the existing Interstate 10 corridor is the best alternative to manage increased traffic volumes in southern Arizona.	31.9582626	-111.110331	South	85743
5/2/2017	Other	Please listen to citizens and acknowledge regional environmental consequences of another big road. We don't need this, wildlife doesn't need this, watersheds don't need this- enough. Piggyback on I-10, it's already there, it's do-able, it's more affordable. Put saved transportation money into education so future ADOT staff make smarter plans. Thanks for listening!	32.0604641	-111.268158	South	85743
5/2/2017	Environmental - Natural	I oppose the whole idea of I11, but especially alternatives C and D. All respect and avoidance of impacts to our parks and national monuments is due. If any alternative goes through I strongly recommend many wildlife crossings.	32.328833	-111.25767	South	85743
5/2/2017	Corridor Alternatives	I stand in opposition of I-11.	32.3312382	-110.959167	South	85755
5/2/2017	Corridor Alternatives	I do not favor any of the options. NO I-11 should be offered as an option.	32.3341391	-111.255112	South	85743
5/2/2017	Other	We already have an extensive rail system in place that is under-utilized. Why not give economic incentives to corporations to use the railroads? The description of a phased implementation tells me that this will be the classic bait and switch. The roads around Phoenix are already the newest and best maintained in the state. We don't need more roads through environmentally sensitive lands. We need better use of the resources we already have.	32.3358796	-111.217346	South	85745
5/2/2017	Corridor Alternatives	As a Colorado resident who grew up in, frequently visits, and will likely have a home again in Arizona, I want to express my opposition to Corridor Alternatives C & D through Avra Valley. They would be far too disruptive to this biologically sensitive area. Thanks for your consideration.	32.3358796	-111.354675	South	
5/2/2017	Corridor Alternatives	Please keep the corridor highways out of our natural spaces. These natural resources are what make Arizona and our planet healthy and beautiful. There are plenty of roads. Drivers can go on I-10 or other already existing roads. Thank you.	32.3373909	-111.267804	South	85653
5/2/2017	Corridor Alternatives	After reading several studies on the I 11 CanMex corridor I must say, please cease and desist this wasteful and delusional proposition that you refer to as " I-11." There is no reason to build a new freeway between Nogales and Phoenix. We have I-19 and I-10 and do not need to put yet another freeway in the pristine desert. Studies show people are driving less, so why construct a costly freeway when one already exists that can handle the current traffic volumes.	32.3509627	-111.269531	South	85743
5/2/2017	Corridor Alternatives	Additionally, some of the proposed routes run through the Avra Valley recharge area. We all know water is a very precious resource here that we here in the desert need to protect at all costs. Freeways bring high levels of pollution and development- both stress our already over-tapped water resources. ADOT acknowledged years ago that double-decking just six miles of I-10, from Ruthrauff to I-19, would do the job at one-third the cost, saving nearly \$2 billion taxpayer dollars.	32.3521228	-111.088257	South	



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Date Submitted	Topic	Raw Text	Latitude	Longitude	Region	Zip Code
5/2/2017	Corridor Alternatives	While I prefer a no build option, if we must build a new road we should at least do it where it does the least amount of damage to our town and residents and for the least amount of money. Or perhaps we should use the railway between Nogales and Phoenix for passenger and freight. Freight train cars can haul more freight more economically than trucks can with less impact on our environment as well as less traffic on the freeways	32.3524128	-111.257172	South	85743
5/2/2017	Corridor Alternatives	Having some passenger trains on would cut down on freeway usage- we would not have to widen the freeway saving money which is better for the environment less pollution and using less gasoline. This could also curtail the number of vehicles on 1-10, allowing it to handle the projected increase in volume with a growing population.	32.3527029	-111.32309	South	85743
5/2/2017		We need to be forward thinking in solving our transportation problems. Constructing another freeway is the costly, albeit easy, way out. Adding yet another freeway will not solve congestion due to induced demand- it will bring more traffic, more pollution, more accidents, and will affect our water collection recharge area.	32.3556031	-111.132202	South	85743
5/2/2017	Corridor Alternatives	We need to explore increasing rail options and better utilizing the roads we currently have in place. While I might agree that State Road 93 does need to be widened to 2 lanes each way, we do not need another freeway in Southern Arizona.	32.3573432	-111.270905	South	85755
5/2/2017	Environmental - Natural	The Highway 11 corridor is a terrible plan! Each of the possibilities presented would do much damage to very beautiful and fragile areas. They go by national parks! The destruction could be immense. Please don't approve either of these options.	32.3576599	-111.242809	South	85743
5/2/2017	Environmental - Natural	I am opposed to this option because it is not necessary and harms protected land and people. The alternative is not further west, and in fact those possibilities have already been rejected by ADOT. The existing part of I-19 and I-10 through Pima County/Tucson can be improved. Why sacrifice this rural, wildlife-full and wonderful area so trucks from Nogales can get to Phoenix maybe two minutes faster?	32.357975	-111.240067	South	85719
5/2/2017	Corridor Alternatives	I am strongly opposed to any route that impacts the Sonoran Desert National Monument, the Ironwood Forest National Monument, or Saguaro National Park, by either going through or adjacent to them. These are important Sonoran Desert habitats that would be adversely harmed by a freeway. We already have the I-10 corridor that fragments wildlife habitat, and causes noise and air pollution. Please consider using this existing I-10 corridor.	32.3599533	-111.217346	South	85743-9343
5/2/2017	Corridor Alternatives	I much prefer this option. Wickenburg would be too congested and its character would be affected adversely.	32.3602433	-111.250992	South	85004
5/2/2017	Corridor Alternatives	I agree with this option as safer and shorter.	32.3637233	-111.346436	South	85745
5/3/2017		when I was filling in the survey, it was very evident that the questions were leading. I was disappointed that the questions left zero room for objectivity. I understand the needs of the people, but in this case, the needs of the desert are also VERY important.	31.470839	-110.98938	South	



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Date Submitted	Topic	Raw Text	Latitude	Longitude	Region	Zip Code
5/3/2017	Environmental - Natural, Corridor Alternatives	Our community is visited by people from all over the world and it would be a shame to ruin it with a freeway going thru SNP and beautiful Avra Valley. Those of us that live there, moved there to enjoy the quiet and the beauty--just like visitors do.	31.4729474	-110.924929	South	85754
5/3/2017		My husband and I have invested hundreds of thousands of dollars to live in that area. Homes can be replaced, but the beautiful serenity of the area can't be. please consider using existing I19 and I10 instead of destroying our beautiful, pristine SNP/Avra Valley areas.	31.4731815	-110.992126	South	85622
5/3/2017	Other	How about instead of spending billions of dollars on a NEW interstate, you take the money and finish widening out I -10 to 3 lanes in the spots it hasn't been widened out and widen I-19.	31.4989457	-111.167908	South	85640
5/3/2017	Other	What consideration has been made for autonomous commercial and private vehiclles that require less road space and allow for increased volume? What consideration has been made for congestion pricing and toll roads (toll lanes)?What consideration has been made for commuter rail or high speed rail removing traffic from I-10? Technological changes about to be implemented would remediate or obviate the need for anything other than keeping I-11 within the I-10 ROW at least to Casa Grande.	32.2313897	-111.173401	South	85743
5/3/2017	Environmental - Natural	I am very opposed to this route because of the negative impacts it will have on the Desert Museum and Saguaro National Park.	32.2342938	-111.207905	South	85743
5/3/2017	Corridor Alternatives	I support keeping the proposed I-11 highway in the current I-19 right of way from Nogales to I-10 in order to minimize environmental and private/public property impacts. If needed, I-19/11 could be widened to three lanes in each direction to adjust to increasing traffic.	32.2598461	-111.229706	South	85743
5/3/2017	Corridor Alternatives	I support keeping the proposed I-11 highway in the current I-10 corridor through metropolitan Tucson with possible additions of lanes as needed to handle the traffic. I prefer improving mass transit and existing city streets to relieve some of the local traffic on the I-10/11 corridor through the city.	32.261588	-111.011353	South	85716
5/3/2017	Environmental - Natural	I opposed using this section of I-8 for the I-11 project due to its passage through a portion of the Sonoran Desert National Monument.	32.2644912	-111.237946	South	85743
5/3/2017	Other	I am in favor of an I-11 corridor more diagonally placed and not near I-10. I thought it would be a shortcut but having it hover along the same existing corridors doesn't seem useful, especially since one terminus is Nogales and so it should bypass the general population areas with only occasional off-roads to more populated areas, not be parallel to them!!!! So none of the existing plans feels appropriate. 5-2-17	32.3181308	-111.222032	South	85743
5/3/2017		What effect on the prediction of congestion loads will autonomous vehicles, commuter rail and congestion pricing,i.e. toll roads & tolls?,	32.3637233	-111.118469	South	85743



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5/3/2017	Environmental - Natural	Concern about the visual impacts to Tucson park	32.3654632	-111.253052	South	85704
5/3/2017	Environmental - Natural	I moved here from TX so I'm part of the growth you're talking about and I vote NO. I love Tucson because it's NOT a swath of concrete like PHX. The natural beauty and culture of the desert wilderness is what makes southern AZ special. Why not using existing 1-10 - \$2 billion cheaper, doesn't cut through AZ treasures like Picture Rocks, Saguaro National Monument, CAP reservoirs, tribal lands, Tucson Mountain Park, Desert Museum, effectively ending the TO's ancient saguaro harvest. Don't do it!	32.3660432	-111.140442	South	85614
5/3/2017	Environmental - Natural	I moved here from TX so I'm part of the growth you're talking about and I vote NO. I love Tucson because it's NOT a swath of concrete like PHX. The natural beauty and culture of the desert wilderness is what makes southern AZ special. Why not using existing 1-10 - \$2 billion cheaper, doesn't cut through AZ treasures like Picture Rocks, Saguaro National Monument, CAP reservoirs, tribal lands, Tucson Mountain Park, Desert Museum, effectively ending the TO's ancient saguaro harvest. Don't do it!	32.3683631	-111.112976	South	85705-1465
5/3/2017	Other	I absolutely do not support this route, which would disrupt sacred Native American Lands and the natural beauty of the saguaro national park west area.	32.3706829	-111.137695	South	85716
5/3/2017		I absolutely do not support this route, which would disrupt sacred Native American Lands and the natural beauty of the saguaro national park west area.	32.37428	-111.133581	South	26101
5/3/2017	Corridor Alternatives	I-10 should be expanded as needed in Central and Southern Arizona—there is simply no justification for building a parallel freeway in such proximity. While the I-11 corridor between Phoenix and Las Vegas is desperately needed and profoundly worth its cost, development south of Phoenix appears to be an assault on the American taxpayer that will have little transportation merit.	32.3799615	-111.167908	South	27539
5/3/2017	Corridor Alternatives	As a resident of Southwest Tucson, I am shocked and disappointed that consideration is given to an I11 corridor that passes very close to Saguaro National Park and Tucson Mountain Park. Not only will there be adverse environmental impact but the route ignores the recently upgraded I19 to I10 corridor. Using the I19 and I10 corridor enables construction where there is abundant infrastructure and minimal environmental impact.	32.3817011	-111.296997	South	85719
5/3/2017		go for it- we need a bypass to remove the semi's from I-10	32.3822808	-111.124458	South	85326
5/3/2017	Environmental - Social and Economics	I am in favor of this i10 expansion. This is the only route that should be considered through this area.	32.382281	-111.162415	South	85743
5/3/2017	Corridor Alternatives	Would consider this part of the project from Point A to wherever the proposed routes intersect I-10 to be less of a priority, since there already is an interstate in the area. The primary focus of improvements should be between Phoenix and the Wickenburg area.	32.384237	-111.314379	South	85653



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Date Submitted	Topic	Raw Text	Latitude	Longitude	Region	Zip Code
5/3/2017	Corridor Alternatives	Following 1-19 from Nogales to I-10 makes the most sense since the infrastructure is already in place.	32.3846004	-111.134949	South	85743
5/3/2017	Corridor Alternatives	Though I am distressed that the Sonoran Desert National Monument would be impacted by following highway 8 to Gila Bend, the infrastructure is already there and this may be a way for Gila Bend to finally realize some economic growth.	32.3848778	-111.263987	South	85743
5/3/2017	Corridor Alternatives	From Gila Bend going north, I would be in favor of Q1, Q2, Q3 and then pushing the road as far west as possible (T, S then joining I-93 past Wickenburg) since that appears to have the least impact on natural and wildlife areas.	32.3869198	-111.275024	South	85704
5/3/2017	Other	I appreciate having input! Going through the Avra Valley should NOT be an option since it would cost too much, destroy the ambiance of the area and negatively impact the ASDM and Saguaro NP, hamper wildlife, cause light/noise/air pollution and cost jobs.	32.3915584	-111.129456	South	85719
5/3/2017	Environmental - Natural	I strongly oppose any freeway development in the irreplaceable Avra Valley. A combination of streamlining in the I10/19 corridor, along with rail alternatives, is far superior both in terms of protecting habitat and in climate change flexibility.	32.3915584	-111.137695	South	85716
5/4/2017	Environmental - Social and Economics	Significant petroglyph site. Strong support from Archaeology Southwest for dropping Segment J.	32.0057469	-111.228333	South	
5/4/2017	Environmental - Social and Economics	Major Hohokam village area with large petroglyph assemblage on west portion of hill. Proposed Pinal County Regional Park. Strong support from Archaeology Southwest to drop Segment j	32.017452	-110.978672	South	85743
5/4/2017	Environmental - Social and Economics	Major Hohokam village site and petroglyph assemblage. Pinal County Regional Park proposed. Archaeology Southwest strongly supports eliminating Segment J from the alternatives.	32.0258553	-111.203754	South	85701
5/4/2017	Environmental - Social and Economics	This pin is to note that the pin immediately east is incorrect and should be deleted.	32.0398035	-110.895653	South	85004
5/4/2017	Environmental - Social and Economics	Recommend Segment E proceed due east along Baumgartner road to I-10 interconnect. Segements E and F south of this point pass through culturally sensitive area including historic SASCO mill site. Segment F is close to Ironwood National Monument and auditory and visual impacts are unacceptable.	32.0430047	-110.799866	South	85711



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Date Submitted	Topic	Raw Text	Latitude	Longitude	Region	Zip Code
5/4/2017	Environmental - Social and Economics	Gunsight Pass National Register of Historic Places in the vicinity.	32.0560665	-111.240268	South	85701
5/4/2017	Other	It appears from a closer look at your map that route C goes directly over a considerable amount of homes. A number of those properties are mine! Why isn't the area over the Brawley Wash area being looked at?? Besides the environmental impact that D would have. Also it involves the CAP. How are you even considering this area	32.392718	-111.303864	South	85653
5/4/2017	Corridor Alternatives	fight corruption...Reject I-11 in Avra Valley	32.3961967	-111.115723	South	85745
5/4/2017		no I-11 in Avra Valley	32.3961967	-111.134949	South	85743
5/4/2017	Corridor Alternatives	Please do not widen Sandario Rd. We have purchased a beautiful home on Desert Oasis. We are only 2 years in. What a monumental mistake. Why can't you just leave it how it is? Make a highway straight to Wickenburg on a new highway at the I-10 and 8 intersection? I think you should please reconsider!!! Think of people for once and not the ones who feel they need to get from Nogales to Nevada in a hurry.	32.4003062	-111.310281	South	85745
5/4/2017	Environmental - Natural	The Santa Cruz flats area should be avoided because it is important bird habitat.	32.4090815	-111.254965	South	85743
5/4/2017	Corridor Alternatives	The most logical path from Tucson to Phoenix is the already-existing I-10. It already impacts the landscape and the wildlife. However, this corridor is currently underutilized. The traffic is such that it justifies expanding from two lanes in each direction to four, which would allow for future growth. Along with the expansion of I-10, a high-speed rail line between the two major Arizona cities, and maybe extending also to Flagstaff, would greatly decrease the traffic on the major artery.	32.4101103	-111.134949	South	85745
5/4/2017	Environmental - Natural	Highways are bad for the environment. Do we really need this project?	32.415907	-111.256485	South	92252-0809
5/4/2017	Environmental - Social and Economics	I do think support routes C and D. They will destroy too much scenic land and cost too much!?! Terrible idea that trashes the heart of what Arizona is all about!?!	32.417609	-111.122683	South	85754
5/4/2017	Environmental - Natural	Please do not go through the saguaro harvesting lands of the Tohono O'Odami. Thank you	32.4443055	-111.295624	South	85745



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Date Submitted	Topic	Raw Text	Latitude	Longitude	Region	Zip Code
5/4/2017	Other	I am not very convinced of the need for a border to border I11. The reasons for it are vague as I have heard them and seem to suggest that I11 was conceived to serve NAFTA. If NAFTA takes a turn with the Trump administration, then what drives I11?	32.4495206	-111.412354	South	85713
5/4/2017	Corridor Alternatives	I oppose the alternative proposals C and D because of their negative impact on essential wildlife corridors in their vicinity. Arizona economic growth is built on our beautiful natural environment and wild life ecosystems! SaquareoEast is a national treasure and we need to protect the Avra Valley.	32.4720993	-111.318341	South	
5/4/2017	Environmental - Natural	I do not favor this project because i do not want to encourage more building in these beautiful natural areas of AZ, I do not want wildlife displaced, and I do not want light pollution to negatively affect the Kitts peak observatory.  Please be good humans and do not destroy more of the natural world. We have enough roads.	32.4755914	-111.276398	South	85704
5/5/2017	Congestion	It seems that the study is scoped or limited to the intersection of I-19 and SR-189. Not including the vital link between the interstate system and the international port of Entry is a major omission. While certain projects already exist for SR-189 expansion, merging them into the I-11 plan is imperative, otherwise a new bottleneck may be created from inception.	31.5106543	-110.953674	South	85396
5/5/2017	Other	I do NOT favor this project because I purchased land and a home out here to be away from the city and it's traffic. We have a highway going to Nogales as well as Wickenburg. Why not improve I-10 and I-19 and leave what little scenery remains alone?	32.4773292	-111.283264	South	
5/5/2017	Corridor Alternatives	I am in favor of corridors A&B and against corridors C&D for the reasoning quoted below: "[Corridors C&D] will cost 2 billion dollars more than the plan to parallel 1-10, will pass through the last remaining Tohono O'odham ancestral saguaro camps, ending the last of saguaro harvests on the traditional lands. It will also displace wildlife and disrupt an extremely important ecological corridor as well as causing light pollution disabling Kitt Peak Observatory's usage."	32.4773292	-111.29425	South	85743
5/5/2017	Environmental - Natural	I do NOTfavor this option because of the devastating impact on the natural and historic treasures that make Arizona special. Saguaro National Park, the Ironwood Forest National Monument and the Tohono O'odham Nation lands are irreplaceable. This lovely area drew me to Arizona along with the respect and love for the natural environment that is demonstrated by the residents. Let's preserve it for future generations!	32.4796462	-111.284637	South	85743
5/5/2017	Environmental - Social and Economics	this is where I live, how would you like to live 1000 ft from an interstate highway The ADOT study shows that this road could be constructed on the existing I 10 highway, at a much cheaper cost to the state, and our local residents. I realize this would cost our local elected officials some money, since their friends acquired property in the path of these options, but tough luck for them. do not use option D or C	32.48428	-112.546692	South	85635
5/5/2017	Other	Building an I-11 section that is so close to existing I-10 is a waste of public dollars, doesn't make infrastructure sense and will draw commerce away from Tucson by allowing a complete bypass of the area. Congestion is bad in Tucson in an east-west direction across town. North to south congestion is not as bad and could be alleviated by altering existing I-10.	32.4889136	-111.29425	South	85743
5/5/2017	Other	Building an I-11 section that is so close to existing I-10 is a waste of public dollars, doesn't make infrastructure sense and will draw commerce away from Tucson by allowing a complete bypass of the area. Congestion is bad in Tucson in an east-west direction across town. North to south congestion is not as bad and could be alleviated by altering existing I-10.	32.49818	-111.29425	South	85743



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5/5/2017	Other	Unfavorable! Look at google earth and measure the distance of existing north-south highways in the western United States. Do you see any that are placed so close together? Of course not - it makes no sense. If you build a new highway so close to an existing route, Arizona will be the next laughing stock of government waste: the new face of the "bridge to nowhere."	32.5004965	-111.398621	South	85745
5/5/2017	Environmental - Natural	Corridor plans C and D are both poised to destroy saguaro harvesting lands and create an ecological disaster for this biodiverse area.	32.5004965	-111.513977	South	85653
5/5/2017	Environmental - Social and Economics	Corridor plans C and D will both destroy saguaro harvesting lands essential to the Tohono O'odham, the last spaces of this kind still in existence and a crucial social and ecological facet of this region.	32.5088954	-111.325392	South	85226
5/5/2017	Corridor Alternatives	I oppose both Alternatives C and D because they will negatively impact Saguaro National Park, Tucson Mountain Park, Ironwood National Monument and other biologically-rich lands in the Avra Valley. Both of these Alternatives will fragment wildlife corridors and promote the spread of invasive species. The current I-19 and I-10 corridor is a much better option.  No on Alternatives C and D.	32.5097617	-111.30249	South	85743
5/5/2017	Environmental - Natural	I am writing to express my opposition to Alternatives C and D because they will negatively impact Saguaro National Park, Tucson Mountain Park, Ironwood National Monument and other pristine lands in Avra Valley. Both of these Alternatives will fragment important wildlife corridors and disturb ancient archaeological sites. The I-19/I-10 alignment is a better option.  Thank you.	32.514394	-111.170654	South	85743
5/5/2017	Corridor Alternatives	I do not favor & strongly oppose Alternatives C & D. Both of these Alternatives will be very damaging to Saguaro National Park & Avra Valley & to needed wildlife corridors & plant and animal life unique to Arizona. It is important to NOT cause further damage to bird life and other natural resources that make this area of special interest & value to the natural resources so vital to Arizona.	32.521342	-110.948181	South	85742
5/5/2017	Environmental - Natural	I do not favor this option because it will effect public lands including the Tucson Mountains, theSaguaro National Park West and the Ironwood Forest National Monument. SInificant investments of public and private money preserve a unique desert ecosyssem. The route is a barrier to wildlife populations in protected habitats on either side and adversely impacts Saguaro National Park West and Arizona-Desert Museum through destruction of neighboring habitat and indirectly accelerates development.	32.5271315	-111.319656	South	85004
5/5/2017	Corridor Alternatives	I support using the exisiting interstate system corridor by expanding it. Options include a) double decker highway system with 2nd deck for vehicular traffic b) upgrading the exisitng I system to carry increased taffic c) double decker highway system with 2nd deck for railroad traffic that carries goods rather than trucks d) upgrading the existing railroad system to carry increased traffic	32.5282894	-111.335449	South	85719
5/5/2017	Corridor Alternatives	I support using the exisiting interstate system corridor by expanding it. Options include a) double decker highway system with 2nd deck for vehicular traffic b) upgrading the exisitng I system to carry increased taffic c) double decker highway system with 2nd deck for railroad traffic that carries goods rather than trucks d) upgrading the existing railroad system to carry increased traffic	32.5526011	-111.500244	South	85743
5/5/2017	Public Process	I appreciate the public hearing held May 2. Overview, poster boards and answers by staff were all helpful. I am hopeful that public comment in the future will include comments from the public attending so those in attendance can understand different perspectives from those attending. If you are concerned about something controversial, you can share "ground rules" for public participation.	32.5570573	-111.368873	South	85745



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5/5/2017	Environmental - Natural	I strongly oppose options D and particularly C due to the amoral consequences it would impose on our wildlife, wildlands, and rural communities. My first choice is the "No Build" option, but if there is a proven need, then extending the capacity of the current I 10 corridor is the ONLY acceptable option.	32.5585768	-111.416728	South	85145
5/5/2017	Environmental - Natural	Dear I-11 Project, I do not favor this option because of the crucial dangers a highway and surrounding development would pose to the fragile, diverse environment of this area. This option crosses far too close to Saguaro National Park and the Ironwood National Forest, both important habitats. It cuts off access for species between these two incredible natural reserves. Once this area is destroyed it cannot be recreated.	32.5607035	-111.524963	South	
5/5/2017		Dear I-11 Project, I do not favor this option because of the crucial dangers a highway and surrounding development would pose to the fragile, diverse environment of this area. This option crosses far too close to Saguaro National Park and the Ironwood National Forest, both important habitats. It cuts off access for species between these two incredible natural reserves. Once this area is destroyed it cannot be recreated.	32.5607035	-111.494751	South	
5/5/2017	Corridor Alternatives	I do not support Corridor Alternatives C & D. It will: destroy nature and natural habitats; decrease access to transportation alternatives to driving such as biking; and will pass through the last remaining Tohono O'odham ancestral saguaro camps, ending the last of saguaro harvests on the traditional lands. It will also displace wildlife and disrupt an extremely important ecological corridor as well as causing light pollution disabling Kitt Peak Observatory's usage.	32.5626132	-111.424054	South	85145
5/5/2017	Corridor Alternatives	I am writing in support of Option B for I-11. It makes economic and environmental sense to use the existing interstate corridor--options C and D would cause far too much environmental and cultural impact, and they're more expensive to boot.	32.5630184	-111.557922	South	85658
5/5/2017	Other	I do not approve of the I11 corridor passing through the Marana/Picture Rocks area. It is clear this proposition is being driven by money. People fueling your initiative with money and the money that will be made when a bonafide drug corridor is opened up. It is absolutely asinine that you want to add another highway within this area to run parallel to the current highway. Ridiculous!	32.5630184	-111.483765	South	85711
5/5/2017	Other	I do not approve of the I11 corridor. Stop trying to reinvent the wheel.	32.5653332	-111.51123	South	85728
5/5/2017	Other	I do not approve of the I11 corridor.	32.5676479	-111.513977	South	85745
5/5/2017	Corridor Alternatives	I do not like this, no i do not. Stop stop □	32.5699626	-111.505737	South	85745
5/5/2017	Corridor Alternatives	I oppose corridor alternatives C & D through Avra Valley. These two plans will cost 2 billion dollars more than the plan to parallel 1-10, they will pass through the last remaining Tohono O'odham ancestral saguaro camps, ending the last of saguaro harvests on the traditional lands. It will also displace wildlife and disrupt an extremely important ecological corridor as well as causing light pollution disabling Kitt Peak Observatory's usage.	32.5883331	-111.441536	South	



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Date Submitted	Topic	Raw Text	Latitude	Longitude	Region	Zip Code
5/5/2017	Environmental - Natural	Corridor Alternatives C & D go right through Avra Valley and right next to Saguaro National Park and Ironwood Forest National Monument, perpetuating hotel and housing development surrounding this unnecessary route. These two plans will cost 2 billion dollars more than the plan to parallel 1-10, will pass through the last remaining Tohono O'odham ancestral saguaro camps, ending the last of saguaro harvests on the traditional lands. It will also displace wildlife.	32.6000479	-111.350281	South	85281
5/6/2017	Environmental - Natural	So now we are going to allow developers to destroy Avra Valley? This is insane. Do we need another valley filled with asphalt, strip malls, and unsustainable developments? Please join me in fighting this proposed development.	31.5112397	-111.023712	South	85648
5/6/2017	Environmental - Natural	I am writing to express severe opposition to road construction plans in Corridors C & D. These two plans will cost 2 billion dollars more than the plan (in blue) to parallel 1-10, will pass through the last remaining Tohono O'odham ancestral saguaro camps, ending the last of saguaro harvests on the traditional lands. It will also displace wildlife and disrupt an extremely important ecological corridor as well as causing light pollution disabling Kitt Peak Observatory's usage.	32.6069892	-111.578522	South	85719
5/6/2017		Not a great option at all as you go through a friend and his wife's yard, and they as well as many people out that way want a quite place to be and to be among nature. Options C and D will place a major Interstate directly between Ironwood National Monument (and through part of it) and Saguaro National Park/Tucson Mountain Park/Arizona-Sonora Desert Museum. This will impact the people living out that way. It will have a negative impact on those parks and that fragile ecosystem.	32.6093028	-111.568909	South	85743
5/6/2017		This option is awful too. This route would ruin the view of nature that a friend and his wife have. They would be stuck with a view of this route. There are concerns of this route devaluing property and homes. And, this route, along with option C will place a major Interstate directly between Ironwood National Monument (and through part of it) and Saguaro National Park/Tucson Mountain Park and Arizona-Sonora Desert Museum. These parks need to be protected.	32.6326559	-111.610819	South	85653
5/6/2017	Corridor Alternatives	C and D do too much damage and cost \$2 billion more. The corridors needs to be built, but other routes are superior.	32.6428441	-111.606674	South	85743
5/6/2017	Corridor Alternatives	I am absolutely against the current plan for Interstate 11. The plans need to be re-done to respect our native and natural landscapes.	32.6532509	-111.670532	South	
5/6/2017	Public Process	What is the rationale for two freeways running essentially side by side? Why do we want more big trucks carrying poor quality stuff from China through our state, blowing carbon emissions out their tailpipes? Do we think the drivers will stop and hang out for awhile, spend a little cash? Nope they will just keep truckin' down the road. No, no, no on all routes!	32.6625004	-111.703491	South	85716
5/6/2017	Environmental - Natural	I favor the no build option to prevent the destruction of the fragile Sonoran Desert ecosystem. If needed expand the capacity of interstate 10.	32.6642267	-111.659576	South	85194
5/6/2017		I'm against the C and D options. The alignment through Avra Valley would negatively impact Ironwood NM, Saguaro National Park and Tucson Mountain Park. These options threaten wildlife corridors. The light pollution would negatively impact Kitt Peak. We need to protect these spaces!	32.6665467	-111.651306	South	61265



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Date Submitted	Topic	Raw Text	Latitude	Longitude	Region	Zip Code
5/6/2017	Corridor Alternatives	Improving the existing corridors (i10 & 19), Option B, is the best option because the alternative routes (C and D) would cut through intact pristine desert including through the ironwood national monument and destroys the connectivity between these protected areas which is essential to healthy wildlife populations. These protected areas also provide recreational resources (tourism, hiking, biking, birding), that are big economic drivers, that will be harmed by option C and D.	32.6717489	-111.673279	South	85718
5/6/2017	Environmental - Natural	I visited this area for the first time this September and was amazed at the beauty of it and the diversity of it. We are already planning another trip back for the spring. Options C and D especially would destroy a treasure that is so unique, it could not be recovered. Option B seems like the best one. I-10 was great and easy to travel. Improvements on I-10 would only be positive for the area.	32.6786846	-111.684265	South	85743
5/6/2017	Environmental - Social and Economics	I think that C and D would be have very poor impacts on a place that many of my colleagues enjoy visiting. Do not consider those.	32.6815744	-111.567535	South	85718
5/7/2017	Environmental - Natural	I am opposed to routes C and D. I recently visited this beautiful area and would truly hate to see it ruined by road development.	31.5153373	-111.019592	South	85716
5/7/2017	Corridor Alternatives	I believe that routing I-11 through the Avra Valley area makes the most sense. Economically and, environmentally the cost and benefits would greatly outweigh putting I-11 on top of I-19 and I-10. Alternative freeways need alternative routes so that all of our transportation eggs aren't in one basket. I think if animal bridges were built this would really help.	32.6867757	-111.714478	South	85743
5/7/2017	Environmental - Natural	I do NOT favor this route due to impacts to wildlife corridors between the Tucson Mountains and the Roskrige Mountains.	32.7064223	-111.522217	South	85745
5/7/2017	Corridor Alternatives	I do not agree with this route. This would route the highway through a national park, national monument, and (as if that isn't already BAD ENOUGH) hasn't clearly not been thought through well enough so that this change would benefit the population currently living in the area. This community needs a positive, sustainable economic plan which a highway cannot provide.	32.7139331	-111.741943	South	85653
5/7/2017	Environmental - Natural	This option is great because it improves upon an already functioning highway. I have had no problems driving it in the past, so I'm not sure why we need to build another. The others will destroy precious habitats for people and animals like. No thanks!	32.7179771	-111.893005	South	85390
5/7/2017	Corridor Alternatives	I do not favor the building of interstate 11 because: It is not necessary. I 10 can be used instead for less money and less destruction to the environment, the National Monument, the wildlife corridors, the Sonoran Desert Museum (a major tourist attraction and moneymaker for Tucson), tribal lands and water reservoirs. Please do not do this!	32.7179771	-111.530457	South	
5/7/2017	Corridor Alternatives	Get rid of options c and d- stay away from the national parks! I visit Tucson for the environment- too many roads through natural areas will cause you to lose the good thing you've got!	32.7295304	-111.508484	South	85705-1465



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Date Submitted	Topic	Raw Text	Latitude	Longitude	Region	Zip Code
5/7/2017	Congestion	I attended the May 4th meeting and was very disappointed as we were not allowed a Q&A at the end of the presentation! As in this comment will not be shared with others? You seem to be afraid to have an open discussion with the public!!! I did notice that there are hardly any trees or brush for 30' removed from Tubac to Nogales. My guess is because you are planning to widen I-19 in that area. I was told at the meeting there was nothing planned for that area? I see major traffic jams there!	32.730108	-111.255798	South	85653
5/7/2017	Environmental - Natural	I do not support this option as it impacts an area rich in natural and cultural resources. The saguaros and wildlife in this corridor are one of the top reasons tourists visit the area. In fact, anytime a major national event is held in the Tucson area, the saguaros from this corridor area are featured. It seems silly to compromise this with further development, especially when the existing freeway is only 10 miles to the east and has industrial corridors designated and can be expanded.	32.7341513	-111.513977	South	85004
5/7/2017	Corridor Alternatives	The construction of this highway in the C & D portions is an unnecessary destruction of important natural habitat and Native American land. There is no reason to duplicate the route currently covered by I-10 and I-19. If those highways are not adequate to carry the traffic, it is much better to renovate them than to destroy the areas proposed. I am against this construction.	32.7353065	-111.505737	South	85743
5/7/2017	Environmental - Natural	Both options C and D are terrible. I oppose any option that goes through this corridor, as it's impact will destroy not only the valuable natural beauty of the impacted areas, but have a severe impact on the yearly tens of thousands of visitors to Saguaro National Park, Tucson Mountains Park, and the Arizona-Sonora Desert Museum. Local livelihoods depend on the income these treasures provide. I strongly oppose options C and D.	32.738772	-111.53595	South	85743
5/7/2017	Environmental - Natural	I do NOT favor E, C and D because they are too close to natural areas that need to be protected from a major road with much fast traffic. Ironwood forest is home to a population of big horn sheep. Not a good route for I 11. The folks I know who live in that area have chosen to do too to be away from freeway traffic.	32.7410822	-111.530457	South	85042
5/7/2017	Environmental - Natural	I favor using already existing freeway routes as shown in sites A, B, G and H. This is a freeway to benefit the humans. Do not inflict the hazards, noise and pollution on natural areas that need peace and quiet.	32.7468576	-111.555176	South	85743
5/8/2017	Corridor Alternatives	I think the state needs to focus on maintaining the roads we have. There are plenty of satisfactory routes to go north and south, east and west throughout Arizona. Tribal lands should not be disturbed, national monuments should remain pristine. What a waste of taxpayers money!	31.5168008	-111.021309	South	85716
5/8/2017	Environmental - Social and Economics	I am against the I-11 options 1 and 2 because they 1) violate Pima County policy 2007-343; 2) will ruin the pastoral atmosphere in Avra Valley; 3) will hurt tourism at SNP, the Desert Museum, Ironwood National Monument, Kitt Peak, and Tucson Mt. Park. Instead, we could use the existing railroad line between Tucson and Phoenix for cargo, and install a second rail line with high speed commuter trains to ease traffic and allow commuters quicker access to the 2 cities. Also, widen the existing I-10	32.2592654	-111.261292	South	85743
5/8/2017	Corridor Alternatives	I oppose options c and d as they will fragment important wildlife habit.	32.7526325	-111.514307	South	85326
5/8/2017	Environmental - Natural	I favor the use of the existing I-10 and 1-8 corridors (alternative A,B,G,H and K) from Nogales to Gila Bend with expanded capacity. Specifically, through the Tucson area I feel that the expanded capacity is best handled by an elevated freeway above the existing I-10. This elevated section would cost more per mile but would be cheaper than alternatives through Avra Valley. This option would create less environmental damage and keep passages clear for wildlife migration.	32.7688005	-111.721344	South	85735



Area-specific comments submitted through the online comment tool						
Date Submitted	Topic	Raw Text	Latitude	Longitude	Region	Zip Code
5/8/2017	Corridor Alternatives	I am strongly opposed to Corridor Alternatives C&D. Besides the negative impacts they would have on the Picture Rocks community, the entire Avra Valley and its wildlife are at stake here. This interstate proposal to cut through Ironwood National Monument, Saguaro National Park, tribal lands and rural communities is completely unacceptable. Expansion or double-decking of the current I-10 corridor would be less expensive and less destructive.	32.7918924	-111.766663	South	85754
5/8/2017	Environmental - Natural	Do not work west of I-10. Please.	32.8002963	-111.992762	South	85326
5/8/2017	Environmental - Natural	As a scientist from Tucson, currently in Hawaii, we need to preserve this landscape. I am fully against this I-11 highway. Many might not care about the desert but, there are many species that are unique to Arizona. Limiting their niche makes it harder for our desert ecosystem to survive. Put the ecosystem first, there are many species that need that landscape for many environmental services that keep our desert beautiful.	32.8138242	-111.84185	South	85004
5/8/2017	Corridor Alternatives	I do not support I-11. It is not required and will make a huge negative environmental impact that cannot be reversed. This project brings nothing positive to Tucson.	32.8149784	-112.077026	South	85139
5/8/2017	Corridor Alternatives	I oppose developing a new highway through Avra Valley and support double decking I-10/I-19 or whatever alternative keeps the impacts to the existing I-10 corridor. Thanks.	32.8380584	-111.997375	Central	85743
5/8/2017	Other	This is an incredibly stupid idea. Why just improve the roads that already exist? It would be less expensive, not encroach on tribal lands, parks, etc. How much are you getting from these developers to do it this idiotic way? Obviously not enough to have them pay for it. You want it that badly then have them foot the bill -- all of it.	32.843539	-112.308769	Central	85716
5/8/2017	Corridor Alternatives	Why build a corridor that parallels our current freeway system while ruining the desert landscape that attract tourism to the region the region that Tucson is known for. it's a complete waste of money. Freeway East to West through Tucson would be money better spent. What takes 45 minutes to get across town would be 15 to 20 minutes and free up surface roads of traffic congestion and costly road repair.	32.8486512	-112.272415	Central	85139
5/8/2017	Corridor Alternatives	This utilizes already existing AZ 85.	32.8519035	-112.28302	Central	85743
5/8/2017	Corridor Alternatives	From here south, already existing Interstates are utilized.	32.8540938	-112.381771	Central	85139
5/8/2017	Environmental - Natural	I'm not in favor of this proposal because there is so much wildlife in this area. Please consider a different route. Thank you.	32.8634394	-112.184143	Central	85004



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Date Submitted	Topic	Raw Text	Latitude	Longitude	Region	Zip Code
5/9/2017	Corridor Alternatives	I favor the idea of building a bypass around Tucson. As a Tucson resident, I'm all in favor of keeping long-range traffic off the local roads for congestion and safety and all. In addition, Tucson doesn't want to add a bypass to its existing roads. So having I-11 be a bypass around Tucson would help solve this problem.	32.8680533	-112.370911	Central	94541
5/9/2017	Corridor Alternatives	I do not favor any I-11 proposal that cuts through Avra Valley. Why not expand the existing I-10 corridor and create enough wildlife crossings to enhance the movement of wildlife through the national parks and mountain ranges?	32.8749738	-111.980896	Central	85224
5/9/2017	Environmental - Natural	I oppose the plan. The proposed interstate will impact the critical habitat and migration routes many endangered animals use during varying seasons to find mates,water and food. This will destroy the natural beauty of the area. This will also be just one more road to transport drugs and people,just one more road CBP and other local and state agencies will need to monitor. Why not establish a high speed rail on the existing railroad tracks,(with upgrades and safety precautions)?	32.8754063	-112.181396	Central	
5/9/2017	Environmental - Social and Economics	I do not favor the creation of an I-11 Tucson bypass, and prefer widening I-10 if additional capacity is deemed necessary. I-11 will waste taxpayer dollars relative to the alternative. It will have severe environmental costs in construction, and will exacerbate Tucson's urban sprawl problem. Already, Tucson is one of the most sprawled communities of comparable population, and I-11 will make things worse. Finally, locals in the Avra Valley region have demonstrated near-universal opposition.	32.875983	-112.184486	Central	
5/9/2017	Congestion	To double decker for a few miles would decrease the cost dramatically and save the wilderness, the parks and Indian reservations as well as decrease the amount of heavy construction in the city.	32.8911195	-111.914978	Central	85139
5/9/2017	Environmental - Natural	You will be destroying the Saguaro National Park here. Ban this area.	32.8921227	-112.479373	Central	85326
5/9/2017	Environmental - Natural	We do not want the freeway to go through Avra Valley!!!! Ban this one.	32.8955474	-112.697974	Central	85326
5/9/2017	Environmental - Natural	Stay off the Indian reservations!!!!	32.9127795	-111.90383	Central	85194
5/9/2017	Environmental - Social and Economics	This is a good path through here.	32.9135154	-112.175547	Central	Maricopa
5/9/2017	Other	This road will not be for the betterment of the United States, only for the Betterment of Mexico.	32.9141797	-112.0578	Central	85004



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Date Submitted	Topic	Raw Text	Latitude	Longitude	Region	Zip Code
5/9/2017	Corridor Alternatives	i-10 G & B is the lowest cost way to go. It provides available businesses to travelers not available in the desert. C & D will cause water pollution for Avra Valley aquifer and purification ponds; cut off migratory paths for animals, stir up Valley Fever fungi as what happened with the CAP, pollute the air, peace and quiet of the valley. Kitt peak will suffer added light pollution, and desert attraction AZ Sonora Desert Museum, Saguaro NP and Old Tucson the tourist appeal. Increases habbubs.	32.9164853	-112.052307	Central	
5/10/2017	Other	<p>I would say that my comment generally involves all subjects. I greatly support I-11.</p> <p>I must admit - I am a member of a few environmental groups who expressed concern, and want me to voice opposition. But, I trust you will be cautious. Please consider the environment and archaeological sites, but I believe that can be done AND continue with this project.</p> <p>I do ask that you are mindful about Saguaro National Park and Ironwood Forest National Monument.</p>	31.9594446	-110.98423	South	85716
5/10/2017	Corridor Alternatives	I am unsure why there are two different routes: U and V. Wish I had more information. I understand the east facing "ear" provides connectivity to the Toyota Proving Grounds and the various housing developments in the area. (I own land in Whispering Ranch) But, maybe floodplains are the reasoning behind the two options? I do not like T. And I am very glad the greyed V option has been eliminated as I did not like the route going through the regional park.	32.1732877	-111.231079	South	85743
5/10/2017	Congestion	I do not favor sharing I-10 with I-11 in this area, due to the traffic load and the prevalence of weather related issues that happen in this area.	32.1746082	-111.201422	South	85754
5/10/2017	Congestion	I favor either this option or the immediate northerly option to provide a by-pass route to avoid the Tucson area.	32.1756125	-111.159668	South	85745
5/10/2017	Environmental - Social and Economics	I favor the route of I-11 connecting through the Casa Grande & Maricopa communities to provide added connectivity with the two metropolitan areas. I-8 provides access to Gila Bend so following I-8 seems useless.	32.1756125	-111.211853	South	
5/10/2017	Congestion	I suppose this option is more favored compared to R (which would bring the Interstate nearer the nuclear plant - I suppose) any way with THIS option the interchange at 85 and I-10 could be integrated and improved. The SAFETY issue of 85 with the cross traffic could be eliminated. There needs to be added lanes on I-10 west of Verrado completed as soon as possible as well.	32.1774304	-111.205887	South	85658
5/10/2017	Safety and Security	If this is the route, there needs to be more lanes, minimum of three, potentially four to Sun Valley Parkway, but if/when Douglas Ranch et al is developed the lanes would need to increase as well.	32.1779372	-111.178894	South	85716
5/10/2017	Corridor Alternatives	We support the route G-B-A because it is the most direct, it destroys the least amount of irreplaceable desert land and does not bring light and air pollution into an area which is a low light area for the benefit of Kitt Peak. Create a Double Decker highway with I-11 right over or under I-10. It saves money and eleviates the congestion potential while still bringing potential tourists to town rather than diverting them away from Tucson.	32.1825865	-110.9729	South	85743
5/10/2017	Environmental - Natural	My concerns are over all options listed to chose from. Though I prefer a no build. The only option in my eyes is hwy85 to I-8. Infrastructure, ROW, no bridges needed, more direct route no northern veer. No damage or detriment to housing, natural, agricultural or historic areas. 238 floods a lot, stupid decision to think of utilizing it.	32.293953	-111.287384	South	85743



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5/10/2017	Environmental - Natural	No sense here either.... use existing infrastructure along 85 to I-8. Leave houses, historic locations, flood zones and more alone	32.2958394	-111.30043	South	85743
5/10/2017	Environmental - Natural	Use 85 to I-8 corridor. Infrastructure already there, 2000' swath there, makes no sense to push people through our rural/agricultural areas to meet up at congested I-10 anyways	32.2997474	-111.292043	South	85641
5/10/2017	Environmental - Natural	We live in an agricultural/ rural area. We have historical locations and don't want this here. You have infrastructure at hey 85 to I-8, no need for more eminent domain/purchases, no loss of public lands, no more detriment to wildlife and the rural life people. No issues with flooding as 85 corridor is utilized and exists now.	32.3062864	-111.248932	South	85653
5/10/2017	Environmental - Natural	To destroy the beauty, environment and cultural sites of the Sonoran Desert and Ironwood National Monuments would be a travesty. I commute to downtown Tucson three days a week from the Avra Valley area and rarely run into traffic congestion, so your justification for routing "I-11" through these areas just makes no sense. Please, stand up to the commercial interests and just say NO to "I-11" through National Monuments and Avra Valley.	32.3086078	-111.258888	South	85743
5/10/2017	Environmental - Natural	"I strongly oppose options D and particularly C due to the amoral consequences it would impose on our wildlife, wild lands, and rural communities. My first choice is the "No Build" option, but if there is a proven need, then extending the capacity of the current I 10 corridor is the only acceptable option."	32.918791	-112.689514	Central	85736
5/10/2017	Other	We don't need this park, it will be a drain on law enforcement and county finances both to construct and maintain. Taxpayers have enough of a burden already.	32.9196702	-112.167917	Central	85139
5/10/2017	Corridor Alternatives	Take 85 to I8, rather than messing with 238. Quicker and more roads that are set up for you. The residents and farms don't need this in 238.	32.9280129	-112.123718	Central	85139
5/10/2017	Environmental - Social and Economics	With respect to public transportation, the portion of I-19 between Nogales and Sahuarita serves the area very well. Additional interstate construction in the Santa Cruse valley is needless and server no useful purpose.	32.929323	-112.174611	Central	85139
5/10/2017	Corridor Alternatives	No, no, no! Please don't run the i-11 corridor through Avra valley. It will encourage unsustainable sprawl in that area and damage our quality of life and damage the economy by making our area less attractive to eco tourists. I live within a mile of i-10 and I'm perfectly willing to accept double-decking if that's required. I think we should be trying to reduce demand on i-11 by offering alternatives -- passenger rail to phoenix? more freight rail? -- but we certainly don't need another freeway.	32.9326235	-111.96991	Central	85004
5/10/2017	Corridor Alternatives	I cannot believe you would consider putting it through the Saguaro National Monument West. That would just create growth, further destroying the monument. Why don't you put it through the east side of Tucson, or Reddington Road and connect it to Park Link back to I10. Tucson created this disaster, let them have this monstrosity to look at and deal with. We chose to get OUT of the city - don't force it back on us.	32.9326235	-112.228088	Central	85139



Area-specific comments submitted through the online comment tool						
Date Submitted	Topic	Raw Text	Latitude	Longitude	Region	Zip Code
5/10/2017	Corridor Alternatives	Hello, I do not support the construction of the proposed highway I-11 bypass route through Avra Valley. Hundreds of residents of Avra Valley, as well as environmental groups and the Tohono O'odham Nation are already on record as opposing such a bypass when it was proposed in 2007. I too am deeply concerned about potential environmental, social, archaeological, and cultural impacts. Moreover, Pima County and ADOT should consider investing in public transit or bicycle infrastructure instead.	32.9349287	-112.686768	Central	85743
5/10/2017	Environmental - Natural	I DO NOT FAVOR, in fact adamantly oppose, options C and D. Pave Paradise and put up a parking lot, indeed, or in this case a freeway that would adversely alter the character of the Arizona-Sonora Desert Museum and Saguaro National Park West. These two public natural resources also do their part for the economics of the region, drawing tourists internationally. But money aside, once a freeway abutted the Desert Museum, this priceless local wonder would be irretrievably harmed. NO on C & D!!!!!!	32.9431405	-112.201996	Central	
5/11/2017	Corridor Alternatives	I-10 is at capacity during peak hours in Tucson.	32.1639879	-111.184387	South	85704
5/11/2017	Other	I am writing to express my opposition to the proposed routing of I-11 through Avra Valley. I do not believe that constructing a new highway in Avra Valley is necessary or justified considering the unavoidable impacts that would result from constructing a new major highway through this relatively undeveloped corridor. The economic benefits to AZ are relatively minor with respect to the added noise, traffic, light pollution, water quality impacts, and the direct and indirect impacts to wildlife.	32.9441489	-112.157879	Central	85139
5/11/2017		I am writing to express my opposition to the proposed I-11 highway. I do not believe that constructing a new highway in AZ is necessary or justified considering the unavoidable impacts that would result from constructing a new major highway through this relatively undeveloped corridor. The economic benefits to Arizona are relatively minor with respect to the added noise, traffic, light pollution, water quality impacts, degradation of scenery, and the direct and indirect impacts to wildlife.	32.949911	-112.163715	Central	85139
5/11/2017	Safety and Security	The existing I-10 is only 2 lanes through the Gila River Indian Community (GRIC). Regardless of the proposed alternatives, this section of I-10 is a hazardous area to travel. PLEASE, consider negotiating with GRIC to widen I-10, and add additional accesses to local traffic and/or additional frontage roads. It is insane for ADOT to completely ignore this important interstate highway segment.	32.9571132	-112.702904	Central	85004
5/11/2017	Environmental - Natural	going through our valley is a bad idea . the impact of more malls and other misc stores that i have to look at is horrible to me. I moved to the west side to get away from the light pollution and noise your I-11 that you want shove down this areas throats is over board. double deck the I-10 - I-19 way but - putting people between two interstates close together a bad idea.	32.9608581	-112.689514	Central	85004
5/11/2017	Environmental - Social and Economics	My gosh just your going to put this I-11 in my backyard . bad enough i got I-19 here.	32.9637387	-112.133331	Central	85139
5/11/2017	Congestion	Looking at the options from traffic-flow viewpoint: - keep the blue options (except as itemized below) - keep C & F (smooth flow) - retain P (smoother transition from M) unless N could be smoothed - drop J, O, Q3 and V - keep W (if possible) plus S & T rather than U It's outside your purview, I know, but I urge ADOT to develop N/S access to eastern Phoenix area (such as enhancing AZ 87) and ring-road highways around Phoenix and Tucson.	32.9771321	-112.201653	Central	
5/11/2017	Corridor Alternatives	After working for more than 25 years with local government in transportation I think we need to fix the roads we have.	32.9810201	-112.115135	Central	85139



Area-specific comments submitted through the online comment tool						
Date Submitted	Topic	Raw Text	Latitude	Longitude	Region	Zip Code
5/11/2017	Corridor Alternatives	To put the I-11 corridor through Avra Valley is environmentally, socially and financially irresponsible. The increased cost over double decking I-10 is a huge issue, the to wildlife, natural environment of Avra Valley and the to the people who reside in Avra Valley and enjoy their rural and quiet life with clean air is in jeopardy. In addition, along I-10 no one is in danger of losing their homes. A few large investors who own property along this proposed route will be the only winners.	32.9872182	-112.144509	Central	85139
5/11/2017	Corridor Alternatives	I do not favor the I-11 alternative that would go through the Avra Valley because of air, light, water (CAP) and noise pollution; negative impact on residents living in the area; negative impact on wildlife corridors and habitat; negative impact on tourist attractions in the area; greed and power overstepping concern for quality of life and values. Must we now lose this too in the name of progress?!!!!	33.0037747	-112.666329	Central	85139
5/11/2017	Environmental - Natural	This is an area of beautiful pristine desert by Saguaro National Park west. It is peaceful. We live in the company of wild animals and we defer to their needs as well as ours. We do not kill; we manage to fit our lives in with the animals. Noise and bustle is an anathema in this neighborhood. It is not supportive or the community life that we foster and will be very detrimental to the animals who basically practice a form of transhumance between the Tucson Mountains and the desert.	33.1306513	-112.631836	Central	85139
5/11/2017	Corridor Alternatives	My husband and I oppose the proposed I-11 routes through the Avra Valley. If funding becomes available, we would possibly support a route on the existing I-19 and I-10 right-of-ways, double-decked through metro areas where right-of-way necessitated. However, I-11 would need to be coupled with much improved facilities at the Mariposa Port of Entry in Nogales, especially on the AZ side. More container RR facilities should also be considered as an alternative to I-11.	33.1335263	-112.366447	Central	85004
5/11/2017	Corridor Alternatives	I am a long time resident and property owner very near the proposed I11 routes C & D. The reason I live out here is the pristine beauty of The Saguaro National Park West. The Saguaro National Park West even more than Saguaro East, is a rare and singular place in the state if not the whole world. All National Park areas of this sensitivity require a significant buffer zone outside their borders. These routes cut off wildlife and threaten with various forms of noise and air pollution. I say NO!!	33.1388642	-112.636454	Central	85139
5/11/2017	Corridor Alternatives	I favor Interstate 11 alternatives that follow existing alignments of Interstates 10 and 19 for both environmental and economic reasons. New alignments would cause huge areal disturbances of wildlife and human habitat, as well as require purchase of land and rights-of-way which will be more expensive and take longer than any estimate. In Pima County, projects have been delayed by years and costs increased by 50% or more during ROW acquisition.	33.1453129	-112.655869	Central	85004
5/11/2017	Corridor Alternatives	I am curious as to why there is not an alternative transitioning either C or D along the Hwy 86 alignment where D would come off I-19 closer to the split from I-10. Tucson can get so congested that unless Alt B substantially widens I-10, a C/D routing around the greater Tucson area makes some sense.	33.1994331	-112.493186	Central	Maricopa
5/11/2017	Corridor Alternatives	Alt I passes through the heart of the MSIDD area. There is a tremendous amount of water distribution & farming infrastructure, and major flood ways that could get disrupted. Alt H also passes through but along I-8 where there would be substantially less disruption to the farming community. Should the Alt L+M or N routing become primary a better transition from H to L might be in order instead of the disgraced Alt J. An option to J but not through heart of MSIDD might be a good idea.	33.2168612	-112.801437	Central	85004
5/12/2017	Corridor Alternatives	Please do not destroy the desert environment with the proposed I-11. We have already lost much of the natural land with excessive building and farming. Leave it alone!! There will be an incredible number of NO votes!!!	33.2190325	-112.637549	Central	85326
5/12/2017	Public Process	I live where corridor Chris, Is shown. I'm really hoping, positive opinion on this i11. Life moves on. Convenience is what I favor. It's the best idea in my opinion. I'm completely rooting for this freeway and it's designated route.	33.2237543	-112.619476	Central	85139



Area-specific comments submitted through the online comment tool						
Date Submitted	Topic	Raw Text	Latitude	Longitude	Region	Zip Code
5/12/2017	Corridor Alternatives	Please use a tier build on I-10 don't destroy our valley	33.2272006	-111.799622	Central	85004
5/12/2017	Other	Where is I-11 connecting at?	33.2272006	-110.838318	Central	85704
5/12/2017	Other	This is by far the cheapest, least invasive and most popular option. I don't know why ADOT or City of Tucson or whoever turned it down. Maybe they live close to it and don't want more traffic like we don't out here in Avra Valley?	33.2507471	-112.573471	Central	85004
5/12/2017	Corridor Alternatives	Both corridors do not go anywhere near phoenix. they just put more traffic on an already congested I10They seem more like something a developer would do for suburban sprawl. Also, the 11 corridor near 19 makes no sense. It likes like an excuse for a contactor to make a lot of money off the taxpayer. Why not just widen 19 if traffic counts are an issue and save the taxpayer some money so we can improve areas that need it more like I10 which is a mess between AZ 85 and Tucson	33.253044	-112.600937	Central	85004
5/12/2017	Corridor Alternatives	T seems to be the most direct route for I 11. It will intersect 93 at a great place for a service station /restaurant complex. It provides an out-of-the-way route for travelers but also leaves an alternate route into and thru the town of Wickenburg.	33.2685464	-112.815857	Central	85743
5/12/2017	Corridor Alternatives	I feel using existing little use corridors and creating new direct corridors is the most economical and sensible way to design I-11. A to C to F to K to Q2 to R to T. This route avoids I-10 which is most desirable and yet uses lightly traveled sections of I-8 and I-19. I feel it is the most direct route to I-93 and 71. It provides an alternate corridor for closures and traffic delays	33.2981654	-112.673145	Central	85326
5/12/2017	Corridor Alternatives	The "T" alternative is most favorable because it intersects Hwy 93 at an already existing interchange. The interchange will have to be improved in any regard, and why not make just one interchange instead of a second one which would be necessary for the other alternatives. Alternative T would also be the farthest removed from already existing residential development which would be adversely impacted by other alternatives.	33.3041339	-112.468414	Central	85139
5/12/2017	Corridor Alternatives	Alternative "T" would be the most favorable alternative because it is the closest to the proposed Forepaugh industrial area, to be developed west of Wickenburg on Highway 60. The Forepaugh property is owned by the City of Wickenburg and the City would benefit economically to have I-11 in close proximity to it. Its development likely has a timeline closely aligned to the I-11 timeline.	33.319192	-112.45991	Central	Maricopa
5/12/2017	Environmental - Natural	I do not favor this option because this is an area of pristine desert, which has great value to Tucson for conservation of plant and animals and unique scenic beauty, with no comparable areas. This area brings in tourism to appreciate the beauty of Saguaro National Park, the Desert Museum, Ironwood National Monument, etc. Building a freeway, along with the development that inevitably accompanies this would desecrate this beautiful area.	33.3683844	-112.609863	Central	
5/12/2017	Environmental - Natural	I do not favor this option because this is an area of pristine desert, which has great value to Tucson for conservation of plant and animals and unique scenic beauty, with no comparable areas. This area brings in tourism to appreciate the beauty of Saguaro National Park, the Desert Museum, Ironwood National Monument, etc. Building a freeway, along with the development that inevitably accompanies this would desecrate this beautiful area.	33.3895996	-112.482147	Central	85390



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Date Submitted	Topic	Raw Text	Latitude	Longitude	Region	Zip Code
5/12/2017	Environmental - Natural	I have great concern and do NOT favor options C and D due to their location in pristine desert, which houses the Saguaro National Park, Ironwood Forest NM and the Sonoran Desert museum, all areas important to education, preservation of plants, animals and culture and tourism. This road also would unfairly make the Tohono O'odham Nation land bordered by freeway on both sides! If a build option is necessary, I favor Option B, expanding I10.	33.4417554	-112.722473	North	
5/12/2017	Corridor Alternatives	This option provides many benefits. Creating one overpass will cost less than creating two. Maintaining flat roadway, will be less costly than maintaining an additional overpass or interchange. We live in Vista Royale, and like so many people that bought here, we bought for the access to the State land to the West. S & V cut off our access, and will decrease our property values by putting a freeway in our back yard. T will at least give us partial access to the area between 71/60/93.	33.4490889	-112.612885	North	85326
5/12/2017	Safety and Security	What you are doing is opening the door for more illegal immigrants to have an alternative way of crossing the border. Along with drug cartel Gun runners. And more illegal activity. And making it harder for the highway patrol to be able to keep control are highways. This is no threat but I am going to try to get ahold of President Trump to stop the federal funding on this.	33.4715447	-112.844353	North	85004
5/13/2017	Corridor Alternatives	Alternative T would be the best because it is farthest from already existing residences; and because only one Hwy 93 interchange would have to be constructed. It is also closest proximity to proposed Forepaugh area industrial development by the City of Wickenburg; and also close enough for the City to gain tax revenue from future development.	33.3420015	-112.480774	Central	85326
5/13/2017	Corridor Alternatives	I moved to the picture rocks area to enjoy the quiet rural life that this area offers.this kind of life will be destroyed forever if this interstate is built through the avra valley corridor.I moved here from california to get away from this type of unnecessary development without any regard for the quality of life for the people living there.any improvements needed for transportation could be met by the existing I-10 corridor without destroying large areas of the desert and greatly diminishing	33.4938799	-112.063293	North	85004
5/13/2017	Corridor Alternatives	I am opposed to the route which would go through Avra Valley in Pima County. The noise, congestion & pollution, as well as the damage to wildlife habitat is unacceptable. As a resident of this area, I enjoy the rural lifestyle, the quiet and the wildlife that are now here.	33.5024688	-112.607117	North	85736
5/13/2017	Corridor Alternatives	It makes little sense to me to bypass Tucson, Not only will there be economic loss to the businesses along the I10 corridor, but new businesses would be needed along the new I11 route. The port of Tucson is located on the east side of town so it makes more sense to utilize the I10 corridor. The best solution would utilize rail to transport goods along the route and only use trucks for distribution off of the route.	33.5436839	-112.859802	North	85390
5/13/2017	Corridor Alternatives	The need for the I11 route seems tenuous at best at this point in time. The ideal situation would utilize rail to transport in a north-south direction and trucks for shorter deliveries from distribution points along the rail line. With the current administration's emphasis on border security and undoing trade agreements it is likely that the need to move imports will be greatly diminished for years to come.	33.5986067	-112.678528	North	85326
5/13/2017	Environmental - Social and Economics	I do not approve of this, This plan is taking economic support away from Tucson. Its also impacting several nationally protected areas. Impacting natural areas Tucson is in need of highway development, and the freeway system is nearly identical to what is proposed. Improving the existing freeways, is a much better idea then making new roads and destroying more natural areas.	33.6134756	-112.697754	North	85004
5/13/2017	Safety and Security	I could list ALL the choices for comment. Because of the traffic we already have our environment is in danger. Again what world do you want to leave for the next generation. The animals that are barely able to survive now, or State Lands and National Monuments will be ruined. We need to save our lands, if anyone is listening, lands that will never be seen again if this goes through..... the pollution, land and animal population will be done with. Almost a Tucson native and Saguaro National	33.6814968	-112.405243	North	85004



Area-specific comments submitted through the online comment tool						
Date Submitted	Topic	Raw Text	Latitude	Longitude	Region	Zip Code
5/13/2017	Other	Why is there no proposal to build this next to or as part of the existing I-10 corridor? It would be cheaper, easier, and more useful. Please explain.	33.7183429	-112.896194	North	85745
5/13/2017	Congestion	Why do you want to turn arizona into California? Build,destroy,don't! Save it just pave it.that's the thinking of money hungry political and private citizens who will sell Arizonans soul for 30 pieces of silver!	33.7517479	-112.903748	North	85743
5/14/2017	Corridor Alternatives	I believe that the corridor "C" alternative should be part of the I-11 plan due to the fact that if commercial traffic is substantially increased, the use of I-19 would cause a significant backup where I-19 Northbound joins I-10 East and West. Commercial traffic, if Tucson bound or I-10 Eastbound would still use I-19, but traffic heading North beyond Tucson would avoid the Tucson local traffic and join I-10 at Marana. Also I-19 noise barriers in Green Valley and Sahuarita would not be required.	33.7540315	-112.922974	North	85390
5/15/2017	Corridor Alternatives	Why is this outside the dashed lines? Should it stay within this dashed line?	31.5782429	-111.049118	South	85004
5/15/2017	Corridor Alternatives	I heard this is supposed to run along the power lines? This blue corridor does not run along the power line. Does it need to be moved?	31.6042705	-111.08551	South	85719
5/15/2017	Corridor Alternatives	This part of T is in a bad location and not well designed since it goes through mountains when there are open flat land to the East. It should be redesigned before being eliminated as suggested at the public meeting.	31.7048031	-111.080017	South	85743
5/15/2017	Environmental - Social and Economics	There is a whole section of land developed and is a close community right under these alternatives (very hard to tell from this map). All of these alignments should be 'picked up and moved' to the West to avoid impacts. US93 can be plugged into anywhere North of this spot.	31.7141494	-110.912476	South	85646
5/15/2017	Corridor Alternatives	Does L and M follow the power and gas lines in this area? If not they should be moved to run along these lines to minimize impacts.	31.82419	-111.037788	South	85622
5/15/2017	Corridor Alternatives	The hard bend in the Q1 alignment does not look like it would meet RailRoad curves. This does not look like an acceptable interstate curve alignment to allow free flow movement. Redesign to ensure this properly models traffic flow.	31.8277722	-110.99762	South	85194
5/15/2017	Environmental - Natural	Will the 2000' foot corridor touch any part of Tumacacori or it's surrounding buildings and neighborhood? This should be redesigned or narrowed to just stay within ADOT fence lines and not show an area that would never be needed since I19 can be upgraded within the fence line.	31.8635625	-111.2146	South	85743



Area-specific comments submitted through the online comment tool						
Date Submitted	Topic	Raw Text	Latitude	Longitude	Region	Zip Code
5/15/2017	Corridor Alternatives	I think this should be a preferred route for this expansion. The new highway system still in process near Catalina etc would be the best "hookup" point for a new route imo.	33.8014029	-112.695007	North	
5/15/2017	Safety and Security	As an Arizona native, I am concerned about the irreversible and damaging effects from such a highway bypass, such as increased air, water, and light pollution, traffic noise, loss of ancient archaeological sites, urban sprawl, and the forced end of the peaceful and quiet Avra Valley that they chose to raise their families in. This is why I am opposed to its development. The proposed highway bypass would also force families from their homes to make room for the highway.	33.8225119	-112.815857	North	85390
5/15/2017	Environmental - Natural	I'm not convinced a new highway through Avra Valley will solve any of the problems that cannot be addressed by enhancing existing 10 and 19 freeway corridors. It seems shortsighted to risk the the natural and rural character of this region which is beneficial to wildlife, our local communities, and attracts visitation. I hope you are looking at rail options a a future solution to efficiently moving cargo from the border northward.	33.8496036	-112.906837	North	85004
5/15/2017	Corridor Alternatives	I like this route because it will cost less. Having two Interstates parallel to each-other doesn't make sense. Would rather have the money spent improving the I-10 here.	33.8707006	-112.867699	North	85745
5/16/2017	Corridor Alternatives	I'm all for it. Use the route w/the least amount of expense.	31.8705604	-111.222839	South	85745-3120
5/16/2017	Environmental - Natural	This area has many major natural assets. Nature in Arizona is prized by the residents, and we should all we can to assure that it thrives. Adding a freeway through an area with low development would be highly detrimental, and I strongly oppose it.	33.8909375	-112.953186	North	85390
5/16/2017	Corridor Alternatives	The preferred alternative through Pinal County should use the existing corridors of I 10 and I 8 to take advantage of already developed corridors and minimize additional resource disturbance.	33.909175	-112.961426	North	85390
5/16/2017	Environmental - Natural	Pinal County has developed a master plan for a future regional park on the west side of the County. This park is not identified in the planning documents, please correct this item and use in the alternative analysis.	33.9160131	-112.936707	North	85390
5/16/2017	Corridor Alternatives	Option 'T' would be a better choice than the options that come out to US 93 further south. Option 'T' would not impact state land as much, and appears to make use of more existing infrastructure than any other.	33.9209361	-112.960218	North	85326
5/16/2017	Congestion	It will improve traffic, lessening it on the 10 and 17 as a result of it being another route	33.9798087	-112.953186	North	85390



Area-specific comments submitted through the online comment tool						
Date Submitted	Topic	Raw Text	Latitude	Longitude	Region	Zip Code
5/16/2017	Corridor Alternatives	We do not want the beauty and peace of the Picture Rocks and Saguaro national park ruined by noise, pollution and beauty by a I-11 proposed corridor in this area. Native animals and cactus will suffer and die. This should never happen. There are other ways it could go. Absoutely not here	33.993473	-112.939453	North	85390
5/17/2017	Other	This route goes directly through a rural community and would be a HORRIBLE decision as it would cut the area in half, bring congestion to a place many chose for its wide-open character and generally destroy our lifestyle.	32.2680909	-109.843781	South	85004
5/17/2017	Environmental - Social and Economics	This is an excellent route as it follows an already established highway (85) and most environmental studies are already done. Also, the area is very sparsely populated, so no communities would be impacted unduly. PLEASE choose this route to save taxpayer dollars, time and construction costs. It makes perfect sense even if it isn't the politically popular route for the City of Maricopa and its current and former mayors.	32.2694195	-110.997362	South	85194
5/17/2017	Environmental - Social and Economics	This route may be the favorite of Pinal County politicians, but it is vehemently objectionable to the current residents of the area, many of whom speak only Spanish and have no idea what is being planned for them by those with more means. This community lacks access to computers and other news sources and therefore is greatly under-represented. Also, the individuals are of lower income than those who want this route and once again economics is a negative factor in their ability to comment.	32.2697589	-111.002276	South	85747
5/17/2017	Environmental - Social and Economics	If t his is Hwy 85, it would be the optimal route. It is sparsely populated, leading to very little disruption of local communities, it would bring great economic impact to Gila Bend and it would save taxpayers considerable cost as there is already a divided highway in the area that could be used. Environmental impact studies are already done and the groundwork pre-exists. Plus it would save the small communities of Hidden Valley, Stanfield, and Thunderbird Farms from being destroyed.	32.2708778	-111.338196	South	85713
5/17/2017	Corridor Alternatives	Your proposed alternatives appear to be manipulated to create a Hobson's choice. Either we must choose to build, or not. There's no in between. I suggest you are required by NEPA to analyze another alternative: Improvement of the existing roadways. Your refusal to fully consider this alternative makes me suspect the real objective of this project is to open up more land to real estate development - not to improve the transportation corridor.	32.2790056	-111.263351	South	85004
5/17/2017	Other	This route is very close if not abutting the Vista Royale subdivision. Having the connection to Hwy 93 a little farther north would be preferable. Thank you.	33.9980273	-112.939453	North	85390
5/17/2017	Other	The screen did not give me an option to mark "unfavorable." This option has I-11 abutting or very close to two subdivisions. Please consider connecting I-11 a little farther north. Thank you.	34.0025813	-112.950439	North	85390
5/17/2017	Corridor Alternatives	Proposed routes S,U, and V connect with Hwy 93 in an area with many existing homes (Vista Royale, Nine Irons, many homes scattered all along this stretch of 93). The proposed routings either pass close by these housing developments or present an access problem for many homes, and will decrease property values. Rather than affect so many homes and deal with the access problems, it makes sense to use something like route T to Hwy 71. Population density decreases as you continue north on T.	34.0048582	-113.744202	North	
5/17/2017	Other	Please make this happen. Going through Phoenix the current way is a nightmare and a straight shot from here to there would improve the drive.	34.0071351	-112.975159	North	85390



Area-specific comments submitted through the online comment tool						
Date Submitted	Topic	Raw Text	Latitude	Longitude	Region	Zip Code
5/17/2017	Corridor Alternatives	I vote for G, I, L, M, Q2, Q3, S, and T	34.011404	-112.955246	North	85745
5/17/2017	Corridor Alternatives	I vote for G, I, L, M, Q2, Q3, S, and T	34.0162419	-112.953186	North	85390
5/17/2017	Corridor Alternatives	I vote for G, I, L, M, Q2, Q3, S, and T	34.0353061	-112.834911	North	85390
5/17/2017	Environmental - Natural	I support the no-build option, because I am concerned with the negative impacts that the I-11 Corridor will bring to people, wildlife and wild land areas in this time of climate change we need to invest our precious time and money into actions and infrastructure that will lessen greenhouse emissions rather than projects like this that will encourage the increase of greenhouse emissions.	34.0384357	-112.838516	North	85004
5/17/2017	Corridor Alternatives	I favor Corridor B because it will benefit the restaurants and motels along I-10 in Tucson. It will also impact the environment less and cost less than the corridor alternatives in Avra Valley.	34.0796779	-112.942543	North	85004
5/18/2017	Environmental - Social and Economics	Following the existing I-8 route makes perfect economic and environmental sense. The foundation structure is already in place and the freeway could be accelerated considerably with little to no additional cost to the taxpayers. I-8 sees very light traffic most of the time and this would not create undue congestion. I-8 ot Hwy 85 is the optimal route. It does not destroy any existing subdivisions or communities and provides the most "bang for the buck."	32.2766834	-111.007919	South	85743
5/19/2017	Corridor Alternatives	I disagree with the options that ends in Gila Bend -- it does not perform as a bypass of Phoenix.	31.8705604	-111.2146	South	85745
5/19/2017	Corridor Alternatives	For the best bypassing of Phoenix and avoiding major Native American reservations, I recommend a route of T, P, M, L, I. However, I do not think we should have any route south of Casa Grande as all options are too close of an parallel to existing interstate routes.	31.8716849	-111.005228	South	85735
5/19/2017	Corridor Alternatives	I am in favor of an increase and enhancement of infrastructure on I-10. This would be the appropriate way to deal with future economic and population growth.	31.8752253	-111.220093	South	85743
5/19/2017	Environmental - Natural	None of the new I-11 routes through this corridor have done an adequate job addressing the need to protect designated Important Riparian Areas.	31.8775576	-111.217346	South	85004



Area-specific comments submitted through the online comment tool						
Date Submitted	Topic	Raw Text	Latitude	Longitude	Region	Zip Code
5/19/2017	Other	I do NOT favor this option, this has been my family's home since the 70's, after my Father and Mother in law passed my husband inherited this property and we planned on making this our final stop, we plan to grow old and die here and if this option goes through that means you are taking our home away from us! There are very few places left that aren't covered in concrete and pavement and I will do everything in my power to keep it from happening out here. PLEASE don't take our property away.	32.2873763	-111.210878	South	85004
5/20/2017	Corridor Alternatives	PLEASE keep it close to nothwest Phoenix Putting it west of Wickenburg will overlaod US60/Grand.	31.8728928	-111.222839	South	85308
5/20/2017	Safety and Security	I favor the I-8 to HY 85 route because Gila Bend has been a destination for trucks for many years. On May 17 at 11:30 PM there were129 trucks parked in town. We have two major truck stops in the city and one minor stop. We have Three tire repair shops and many places to get something to eat. The truck stops have showers and all things related to trucks. We have tow companies if needed. We also have all emergency services as needed.Fire, Ems and law enforcement.	32.1872355	-111.228333	South	85705-1465
5/21/2017	Corridor Alternatives	Please keep the environment and it's habitat before you go on creating new corridors. Specially option C is too close to our beautiful mountains, national parks and state parks. Better to disrupt and work on I-10 instead.	31.87989	-111.222839	South	27603
5/21/2017	Corridor Alternatives	I am opposed to having the I-11 running up Sandario Road and thru the Saguaro National park area. I moved into this area 25 years ago to enjoy the peace and quiet, the natural desert and wildlife and to escape the noise, pollution and chaos of the city. I am appalled that this is even a consideration. Why not simply widen the existing I-19 and I-10 to support the desired High traffic flow and homeland security, rather than build a new roadway where it is NOT WANTED	31.8845544	-111.239319	South	85704
5/21/2017	Environmental - Social and Economics	The road would not need sound barriers because it will go thru an industrial district and by the airport if the HY 85 I/8 alignment is used. We have the hotel rooms and room for more. This is a destination for overnight parking. Circle K is building a new store which will have additional parking and fuel. Gila Bend is fully equipped to handle more traffic. Truckers are already using us and like it. Thank you, Fred Hull	32.1849111	-111.233826	South	85004
5/21/2017	Environmental - Social and Economics	Greetings, I strongly oppose construction of I-11. Though our interstate system has served our state and country well for the purposes it was originally built, we no longer should be increasing our long distance transportation, especially for reasons that include our old model of unsustainable economic growth. We do not live in a world with unlimited resources. And we hasten our own demise by encouraging a larger carbon footprint For the sake of all beings, PLEASE do not construct I-11.	32.2038009	-110.967834	South	85653
5/22/2017	Environmental - Social and Economics	I support the no-build option because I am concerned with the negative impacts that the I-11 Corridor will bring to people, wildlife and wildland areas. In this time of climate change we need to invest our precious time and money into actions and infrastructure that will lessen greenhouse gas emissions rather than projects like this that will encourage the increase of greenhouse gas emissions.	31.87989	-111.225586	South	85716
5/22/2017	Environmental - Social and Economics, Corridor Alternatives	I support the no-build option because I am aware and concerned of the negative impacts that the I-11 Corridor will bring to the general population in our environment. We need to spend time and money into actions of infrastructure that will lessen greenhouse gas emissions rather than projects like this that will encourage the increase of greenhouse gas emissions.	31.8845544	-111.244812	South	85750
5/22/2017	Environmental - Natural	I do not agree with the I-11 corridor being placed anywhere in the Avra Valley. It is detrimental to Kitt Peak, wildlife, wildlife habitats, loss of homes. Previously, Pima County did not approve of any corridor other than upgrading the current I-10 and I-19. That would be the cheapest. The only person pushing this is Huckleberry hence the name Huckleberry highway. The city is not for this expensive highway. We would need to spend more in the future for upkeep and more border patrol.	32.1593377	-111.239319	South	27603



Area-specific comments submitted through the online comment tool						
Date Submitted	Topic	Raw Text	Latitude	Longitude	Region	Zip Code
5/23/2017	Environmental - Social and Economics	The randomness of these road contours trying to fit between developments is a bit silly. My concern is that the local communities are going to find these proposed routes annoying because they sprawl through their community rather than go around at a distance. These people probably moved out of the city of Tucson to stay away from traffic and noise.	31.8822222	-111.228333	South	85641
5/23/2017	Environmental - Natural	The proposed route bisects Tucson mountain park from the rest of the western desert habitat. This might have negative affects on local wildlife populations?	31.8822222	-111.233826	South	92120
5/23/2017	Environmental - Natural	I oppose construction of the 1-11 corridor. Reasons put forth to create it are for military, commercial and monied interests, none of which serve the current needs of the world. The potential destruction and decimation of precious wildlands and wildlife could jeopardize Arizona's ecosystems, tourist economy, and goes against the values of the population. The proposed road would be a nail in the coffin of human relations with each other and the natural world. Thanks for not building it!	31.8845544	-111.030579	South	85646
5/24/2017	Corridor Alternatives	I favor options that overlay/enhance existing routes/highways, as this would create less environmental impact. Please proceed with any option with structural accommodations for wildlife and water flow/runoff corridors. I favor options that leave maximum uninterrupted wild areas. Thank you for your consideration.	32.1918844	-111.239319	South	85718
5/24/2017	Environmental - Natural	I favor options that overlay/enhance existing routes/highways, as this would create less environmental impact. Please proceed with any option with structural accommodations for wildlife and water flow/runoff corridors. I favor options that leave maximum uninterrupted wild areas. Thank you for your consideration.	32.1965329	-111.239319	South	85743-9527
5/24/2017	Corridor Alternatives	I favor options that overlay/enhance existing routes/highways, as this would create less environmental impact. Please proceed with any option with structural accommodations for wildlife and water flow/runoff corridors. I favor options that leave maximum uninterrupted wild areas. Thank you for your consideration.	32.1982761	-111.203613	South	85648
5/24/2017	Environmental - Natural	I favor options that overlay/enhance existing routes/highways, as this would create less environmental impact. Please proceed with any option with structural accommodations for wildlife and water flow/runoff corridors. I favor options that leave maximum uninterrupted wild areas. Thank you for your consideration.	32.2011813	-111.091003	South	85718
5/24/2017	Corridor Alternatives	With the goal of minimizing damage to the environment and habitat, my route selections would be, from South to North: A, D, B, G, F, H, K, Q1, Q2, Q3, U, V If there is an overall route that uses more existing roads and highways that would be even less damaging, then that would be my strong preference. Whatever the final routing, please proceed with with ample structural accommodations for wildlife and water flow/runoff corridors. Thank you.	32.2011813	-111.244812	South	85745
5/25/2017	Environmental - Natural	Being a member of the Tucson Mountain Reserve I naturally am in favor of a route that does the absolute least amount of damage or interference to the wildlife and vegetation. I am not opposed to a Canada/Mexico corridor but it must not degrade any life on its way.	31.8845544	-111.244812	South	85705-1465
5/25/2017	Corridor Alternatives	I do not favor corridor C or D because of the environmental impact to endangered wildlife, loss of habitat, potential closure of Kitt Peak due to light pollution, and loss of homes. Use existing highways.	32.0750111	-111.215973	South	



Area-specific comments submitted through the online comment tool						
Date Submitted	Topic	Raw Text	Latitude	Longitude	Region	Zip Code
5/25/2017	Corridor Alternatives	I do not favor corridor D because of loss of homes, loss of endangered wildlife and habitat, light pollution affecting Kitt Peak, noise pollution, and destruction of our beautiful desert. Use existing highways	32.1142763	-111.222839	South	85653
5/25/2017	Corridor Alternatives	I favor using I-19 not Avra valley. It is cheaper than a whole brand new highway to maintain and provide border patrol coverage. Be good stewards of taxpayer money and not waste it.	32.1362134	-111.202327	South	85743
5/25/2017		I favor using and enhancing I-10 instead of Avra valley. Use existing highways to save money and prevent loss of businesses. Stop spending money we can't afford. It costs far less to enhance what we already have.	32.1378273	-111.199493	South	85718
5/25/2017	Environmental - Natural	I support the no-build option because I am concerned with the negative impacts that the I-11 Corridor will bring to people, wildlife and wildland areas. In this time of climate change we need to invest our precious time and money into actions and infrastructure that will lessen greenhouse gas emissions rather than projects like this that will encourage the increase of greenhouse gas emissions.	32.1616628	-111.148682	South	85716
5/25/2017	Environmental - Natural	Options C and D disregard the many people that live in Avra Valley, the wildlife corridors there, and the tourism money the area attracts. There are better and cheaper options.	32.1639879	-111.211853	South	85004
5/25/2017	Environmental - Natural	I don't live in Avra Valley, but I enjoy going there. It's one of the few near by wilderness areas left. To ruin this beautiful area by putting a freeway through it is sinful, disgraceful. It would harm wildlife, plants and the way of life of the people who live there. You already have an option to use I-10 existing, that would not destroy environment or take homes and it would cost far far less. Do not ruin this beautiful unique area by putting in a freeway which will bring so much develop	32.1655225	-111.244812	South	85750
5/25/2017	Corridor Alternatives	It would be nice if you would place important landmarks (Arizona Sonora Desert Museum, Marana High School, Tohono O'Odham reservation, settled neighborhood communities and other pristine environmental places) on this map so people could see the potential harm of this pathway through Avra Valley/Picture Rocks. Construction and environmental impact through here would be awful!	32.1686379	-111.231079	South	85719
5/25/2017		Prefer C over E corridor in this area where I also in a house (Green Acres). To reach Tucson for shopping and services, you shouldn't have to cross TWO major interstates just to get groceries and go see a doctor.	32.1695064	-111.208229	South	85743
5/25/2017	Environmental - Natural	I am opposed to ruining the natural environment of this pristine and beautiful valley by putting in a freeway when there is a more economically, ecologically, and socially feasible option by double decking I-10.	32.9990181	-111.749496	Central	85122
5/26/2017	Environmental - Natural	We do not favor this option because it could have a negative impact on the aquifer in Avra Valley which is vital to many water users in southern Arizona. The valley is currently trying to correct air quality issues and this would increase the problem as well.	32.0709382	-111.241035	South	85004



Area-specific comments submitted through the online comment tool						
Date Submitted	Topic	Raw Text	Latitude	Longitude	Region	Zip Code
5/26/2017	Corridor Alternatives	With I-19 and I-10, we already have a well-functioning corridor connecting Nogales, Tucson, and Phoenix. I-8 and AZ85 provide an efficient bypass around Phoenix. Extending I-11 south of Phoenix would cause significant environmental damage and waste hundreds of millions of tax dollars that could be better spent.	32.1634067	-111.20636	South	85658
5/26/2017	Environmental - Natural	Running a highway between Ironwood and Saguaro Ntl. Park East is biological suicide. This is the worst possible option. It would essentially destroy the national park as well as the quality of life of every home owner on the west side of Tucson. This option is so obviously horrific that I'm astonished it has been proposed at all. I'm in the process of buying a home in this area. I do not want my retirement utterly destroyed by a new highway!	32.2363266	-111.196747	South	85743
5/26/2017	Corridor Alternatives	NO	32.2447479	-111.213913	South	61265
5/27/2017	Environmental - Natural	Anywhere in the Avra Valley will have a negative impact on wildlife. Increased capacity on I 10 makes most sense since that area already has been used for high volume traffic.	32.3100586	-111.238289	South	85743
5/27/2017	Environmental - Natural	Increased capacity of I 10 makes more sense and will not disturb as much pristine desert habitat.	32.3100586	-111.245499	South	85743
5/29/2017	Environmental - Natural	There is absolutely no need or benefit to putting an interstate highway in this area. Specifically, options C & D are way too close to the Saguaro National Park, Tucson Mountain Park, and the Ironwood National Monument. Putting I-11here will create noise, pollution, congestion, and unsightliness in an area that currently has none of them. It will hurt tourism and wildlife as well.	31.8845544	-111.217346	South	85719
5/31/2017	Environmental - Natural	I am not in favor of any interstate corridor running through this area. Squeezing a noise, light, congestion, and pollution-creating road between the Saguaro National Park, Tucson Mountain Park, and the Ironwood Forest National Monument and the Tohono Nation will destroy an otherwise calm and pristine area.	31.8845544	-111.247559	South	85711
5/31/2017	Corridor Alternatives	My family has lived in the Picture Rocks/Avra Valley area, near the CAP, for over 25 years. While we understand the need to improve Interstate flow for commerce, we do not support constructing a new freeway - especially in our pristiner community where there is much wildlife moving throughout our moutain areas, including Big Horn Sheep. Double-decking the I-10 seems like a much more realistic, cost effective and minimal impactful way to address the need for improved Interstate transport.	32.1732877	-111.244812	South	85004
5/31/2017	Corridor Alternatives	Corridor Option A: If you MUST have an I11, using I19 is an option.	32.1802619	-111.233826	South	85743
5/31/2017	Corridor Alternatives	Corridor Option B: If you MUST have I11, double decking I10 through Tucson and saving taxpapers \$2B is preferable to any other build scenario. However, keep in mind that with all the proposed federal budget cuts, people hardly have extra money to support an unnecessary road.	32.1810523	-111.205755	South	85703



Area-specific comments submitted through the online comment tool						
Date Submitted	Topic	Raw Text	Latitude	Longitude	Region	Zip Code
5/31/2017	Corridor Alternatives	Corridor Option C: It is unconscionable to even consider any highway through the Avra Valley!! A violation of Pima County Resolution 2007-343, regardless of what the politicians decide to call it on any particular day; incompatible with Federal Parks or Recreation areas, i.e., Saguaro National Park, Ironwood NM, Tucson Mountain Park/Tucson Mountain Wildlife area and Tucson Mitigation corridor; would add pollution to Tucson water collection ponds.	32.1825865	-111.228333	South	85743
5/31/2017	Corridor Alternatives	Corridor Option D: Would be a disaster. Huckelberry Highway is NOT necessary. Follow the money. Violation of Pima County Resolution 2007-343, incompatible with Fed parks/rec areas, i.e., Saguaro National Park, Ironwood, TMP/TM wildlife area and Tucson Mitigation Corridor. Seere degradation of AZ Desert Museum experience. Would add pollution to Tucson water collection ponds.	32.1825865	-111.20636	South	857439284
5/31/2017	Corridor Alternatives	Most favored option: NO BUILD ALTERNATIVE. We do not need more roads we can't afford to maintain. And why would we need a special trade road when our government is building a wall with Mexico? Absolutely NOT NECESSARY!! A waste of taxpaper dollars when we have to pay more for healthcare and other necessities.	32.1825865	-111.20636	South	85719
5/31/2017	Environmental - Natural	Using Sun Valley Parkway looks like a good route since it's already 4 lane, but the area west of the White Tank Mountains is already a problem for migration routes due to proposed development along that corridor. Moving the corridor west of the Vulture Mountains would at least not worsen that problem.	32.2522973	-111.29425	South	
5/31/2017	Corridor Alternatives	While there are some issues with development on the southern part of this route, the part north of the Gila River would match up with proposed State Route 30, therefore providing less disruption in that area. I consider M a little more favorable as it doesn't deal with existing development, but it also has more of an environmental impact.	32.2546201	-110.964661	South	85745
6/1/2017	Congestion	I like the idea of having a link to I-10.	31.8845544	-111.2146	South	85614
6/1/2017	Congestion	I think another link to I-10 somewhere South of Tucson would be beneficial as a bypass of in-town traffic in both directions.	31.8868865	-111.200867	South	
6/1/2017	Environmental - Natural	Corridor options C & D are highly undesirable as they reside too close to the Saguaro National Park and Tucson Mountain Park and will undoubtedly negatively impact the use and Sonoran desert experience in these areas that are treasured to Arizona and meant to be protected and preserved into purpetuity.	31.8868865	-111.233826	South	85743
6/1/2017	Environmental - Natural	I am totally in favor of growth and the development of the I-11 freeway. It is needed. I ask that you all consider the landscape and beauty of So AZ in your decisions. Thank you	31.8892186	-111.20636	South	85718
6/1/2017	Other	We do not think this is a necessary project-the havoc created plus disturbing many natural areas and homes with noise and traffic pollution is not why people live, work and retire in southern AZ. You could make improvements to our existing interstates w/o the expense(you do not even have the money) and not be so disruptive of the environment. Hopefully, you have looked at all the state parks, National forests, national parks private lands, Indian lands and people whose lives this will disrupt.	31.8892186	-111.228333	South	85743



Area-specific comments submitted through the online comment tool						
Date Submitted	Topic	Raw Text	Latitude	Longitude	Region	Zip Code
6/1/2017	Environmental - Social and Economics	I do not favor this option because it strands all the existing infrastructure and businesses and resorts and hotels and restaurants currently along I-10 and to the east in Tucson. Remember when the interstates bypassed the US highways and towns died? We must not do that to Tucson. I-11 should be dual-signed and stay along I-10 and I-19 in the southern portion. That will also be cheaper. As the recent reconstruction of the Prince Rd interchange showed, 12 lanes can be run in the current corridor.	31.8892186	-111.217346	South	85705
6/1/2017	Corridor Alternatives	I am in opposition to Corridor Alternatives C, D and K in particular.  Not only would this pose a huge impact on safe wildlife crossing, it would also create a devastating impact to the federal and and conservation parks that should be PROTECTED and UNTOUCHED.  Most importantly, this would greatly impact my home and the area where I live.	31.8892186	-111.222839	South	85719
6/1/2017		I am in opposition to Corridor Alternatives C, D and K in particular.  Not only would this pose a huge impact on safe wildlife crossing, it would also create a devastating impact to the federal and and conservation parks that should be PROTECTED and UNTOUCHED.  Most importantly, this would greatly impact my home and the area where I live.	31.8892186	-111.217346	South	85745
6/1/2017		I am in opposition to Corridor Alternatives C, D and K in particular.  Not only would this pose a huge impact on safe wildlife crossing, it would also create a devastating impact to the federal and and conservation parks that should be PROTECTED and UNTOUCHED.  Most importantly, this would greatly impact my home and the area where I live.	31.8915506	-111.2146	South	85743
6/1/2017		I am in opposition to Corridor Alternatives C, D and K in particular.  Not only would this pose a huge impact on safe wildlife crossing, it would also create a devastating impact to the federal and and conservation parks that should be PROTECTED and UNTOUCHED.  Most importantly, this would greatly impact my home and the area where I live.	31.8935561	-111.191578	South	85754
6/1/2017		I am in opposition to Corridor Alternatives C, D and K in particular.  Not only would this pose a huge impact on safe wildlife crossing, it would also create a devastating impact to the federal and and conservation parks that should be PROTECTED and UNTOUCHED.  Most importantly, this would greatly impact my home and the area where I live.	31.8938826	-111.231079	South	85719
6/1/2017		I am in opposition to Corridor Alternatives C, D and K in particular.  Not only would this pose a huge impact on safe wildlife crossing, it would also create a devastating impact to the federal and and conservation parks that should be PROTECTED and UNTOUCHED.  Most importantly, this would greatly impact my home and the area where I live.	31.8938826	-111.222839	South	60176
6/1/2017		I am in opposition to Corridor Alternatives C, D and K in particular.  Not only would this pose a huge impact on safe wildlife crossing, it would also create a devastating impact to the federal and and conservation parks that should be PROTECTED and UNTOUCHED.  Most importantly, this would greatly impact my home and the area where I live.	31.8938826	-111.209106	South	85743
6/1/2017	Environmental - Natural	This option will impose noise, congestion and obstacles to wildlife on open areas important to the mental health of Tucson residents.	32.0639556	-111.091003	South	85224
6/1/2017	Environmental - Natural	The project should stay within I19,I10 and I8 corridors via lane additions. The impacts of a new highway corridor through BLM, USFS, BOR, and NPS lands, and state and county conservation lands are not mitigatable, publicly acceptable or legally possible. These lands are irrevocably, legally dedicated to mitigation of prior water projects (BOR) and endangered species impacts (county, BLM, USFS, NPS). Rural lifestyles need preservation.	32.1649179	-111.276672	South	85743



Area-specific comments submitted through the online comment tool						
Date Submitted	Topic	Raw Text	Latitude	Longitude	Region	Zip Code
6/1/2017	Other	My comments are directed at all of the topic selections rather than just one. It appears from the maps provided during the public meetings that the options C & D adversely effect rural Avra Valley and require a questionable route through tribal lands, park and recreational areas, National Parks, National Monuments, State land, and private land. I question the logic of the entire project. If, in fact, there is a "No Build" option, I favor it.	32.2116392	-111.220436	South	98239
6/1/2017	Corridor Alternatives	Alternatives C and D would do irreparable harm to Saguaro National Park and its hundreds of thousands of visitors each year. The same for the Arizona-Sonora Desert Museum, which also attracts hundreds of thousands, including visitors from all over the country and the world. Both these locations are key economic drivers to Tucson tourism industry. Wildlife will suffer, including desert bighorn, which have been known to migrate from the Ironwood Forest NM to Saguaro NP, across the proposed route.	32.211683	-111.225369	South	85749
6/1/2017	Congestion	Making improvements to the existing Interstate 10 corridor is the best alternative to manage increased traffic volumes in southern Arizona. All transportation options also need to be investigated, including an expanded rail corridor between Tucson and Phoenix and multi-modal transportation solutions generally. Options C and D are a waste of tax-payer money. Plus, they severely damage the unique environment that makes living and working in Tucson attractive.	32.2174486	-111.237946	South	
6/1/2017	Corridor Alternatives	I do not favor this corridor because it leads straight to my property.	32.2887406	-111.217641	South	85004
6/1/2017	Corridor Alternatives	I do not favor this corridor because it leads straight through my property.	32.2894545	-111.20636	South	85260
6/1/2017	Corridor Alternatives	I do not favor this option because it leads straight through my property and cuts through farm lands that are needed and are important to our futures.	32.2917763	-111.31073	South	85743
6/1/2017	Environmental - Natural	Absolutely opposed to the I-11 corridor passing through or near, Ironwood Forest, Saguaro National Park and the Desert Museum. This area is one of the environmental jewels of Tucson. The environmental and economic shortsightedness of this possibility is simply breath taking. Moreover, those of us who live out here, chose to do so because of environmental beauty and quiet the Sonoran Desert.	32.9601738	-112.125529	Central	85139
6/2/2017	Corridor Alternatives	I am writing to say no to I-11. Use the money to improve what you already have, I-10. This is where the traffic is, not in the last standing saguaro cactus areas in the world. Do you remember when it was saguaros across the Tucson city limits and beyond? Now there is just these tiny protected areas left that do not need to die quicker then they are with pollution from your road to connect Arizona to Nevada. I lived in both areas, nobody is in a hurry to drive from there to here. Do not build!	31.8962145	-111.231079	South	85701
6/2/2017	Corridor Alternatives	I strongly opposed Corridor Alternatives C & D. These new interstates will not stand alone; it is well established that new highways bring new roads, infrastructure and traffic. It will have a strongly negative effect on the extremely beautiful and ecologically important environmental resources of Avra Valley. I believe Tucsonans and other inhabitants of Southern Arizona deserve protected wild spaces, dark skies and healthy wildlife to enjoy and live among - this highway will damage these.	31.8962145	-111.211853	South	85658
6/2/2017	Corridor Alternatives	I strongly opposed Corridor Alternatives C & D. These new interstates will not stand alone; it is well established that new highways bring new roads, infrastructure and traffic. It will have a strongly negative effect on the extremely beautiful and ecologically important environmental resources of Avra Valley. I believe Tucsonans and other inhabitants of Southern Arizona deserve protected wild spaces, dark skies and healthy wildlife to enjoy and live among - this highway will damage these.	31.8962145	-111.203613	South	



Area-specific comments submitted through the online comment tool						
Date Submitted	Topic	Raw Text	Latitude	Longitude	Region	Zip Code
6/2/2017	Environmental - Natural	BEST FOR NATURE	31.8985463	-111.258545	South	85719
6/2/2017	Environmental - Natural	BEST FOR NATURE	31.8985463	-111.222839	South	85743
6/2/2017	Environmental - Natural	tOO CLOSE TO NATURE	31.8994207	-111.219749	South	98239
6/2/2017	Environmental - Natural	I-11 will be an ecological disaster and increase strain on our resources. Why not improve existing infrastructure instead and address issues of water and energy?	31.9148675	-111.203613	South	91411
6/2/2017	Corridor Alternatives	Why was the City of Phoenix completely omitted from the study area? A corridor through here seems like it could support the Valley congestion and provide an additional route for Tucson/Wickenburg travel.	31.9171989	-111.228333	South	85743
6/2/2017		Have you been to Gila Bend lately? They could use some more traffic (aka economic opportunity).	31.9171989	-111.239319	South	85750
6/2/2017		How about that 303?	31.9288548	-111.236572	South	85718
6/2/2017	Other	I don't favor any of the options for this project. The I-11 corridor is a scheme designed to help commercial interests at the expense of the public/taxpayer overall. It is not critical -- despite the website description -- to the future of Arizona. I have no desire to see the facilitation of more truck traffic or further destruction of the natural environment along this corridor. Do not build I-11 or seek funding for this project. It's a travesty.	32.0744292	-111.207733	South	85743
6/2/2017	Environmental - Natural	New interstates are never stand-alone pieces of infrastructure. They bring exits, gas stations, frontage roads, and all kinds of new development that negatively impact viewsheds, natural quiet, dark skies, animal migration and corridors. It is unacceptable to locate a new interstate with this many impacts next to a national park and a national monument.	32.1872355	-111.231079	South	85711
6/2/2017	Environmental - Natural	I am completely against hvg I11 run through Avra Valley via Sandario Rd and next to Saguaro Natl Park.	32.1965329	-111.20636	South	85743



Area-specific comments submitted through the online comment tool						
Date Submitted	Topic	Raw Text	Latitude	Longitude	Region	Zip Code
6/2/2017	Environmental - Natural	I do NOT support Interstate 11 Not another rogue creating further havoc across the landscape where it certainly doesn't need to be. Not even for The Terrorist of Profit. Oh sure, "If you build it they will come..." But how dumb is that? In the current atmosphere there is the promise to create more jobs, yet I really fear we are missing the point of what the future may provide for us. Who are we really thinking of? The totality of our precious and holistic environment needs to be valued!	32.2104772	-111.239319	South	85743
6/2/2017	Corridor Alternatives	This option would interfere way too much with Casa Grande, which is already suffering badly from too much traffic, especially in the winter. It makes no sense to bring such a major highway so close to, and with damaging effect on, existing residential areas.	32.2180295	-110.98938	South	85653
6/2/2017	Corridor Alternatives	The location should be kept as far to the west as possible, and not so close to existing residential areas.	32.2197722	-111.219406	South	85745
6/2/2017	Corridor Alternatives	I understand the need for roads, but we are slowly ruining Arizona with too much construction. We have one of the most beautiful States in the world, and it's nature that makes it that way. Let's not ruin it, and let's not ruin people's quality of life by forcing more noise and pollution on residential areas. Put the highway as far from residential areas as possible. If the purpose if a super highway to link northern areas with Mexico, then let's no encumber residential areas with that.	32.2206906	-110.950251	South	85705
6/2/2017	Corridor Alternatives	Why make I-10 worse? If I-11 is meant to be a super highway, then put it way to the west and let us locals use I-10;, which would end up being less congested.	32.2229672	-111.20842	South	85004
6/2/2017	Other	The metro Phoenix routes have been influenced by what some call the Phoenix real estate industrial complex which includes utility dinosaur APS which is willing to destroy anything in its path to expand its infrastructure (and the 10% return allowed by its political pawns) in the face of inevitable demand reduction and challenge from solar. The currently favored westerly route will not improve PHX to Las Vegas travel but is designed to spawn more sprawl development far west of PHX.	32.2231578	-110.97275	South	85743
6/2/2017		It's so obvious! Why not a connection to Loop 303!!!!	32.2273237	-111.220436	South	85743
6/2/2017	Environmental - Natural	I do not favor option F because it connects to C & D. C & D violate too much Pima county open space. Option F should connect to B or G.	32.2279046	-110.963287	South	85641
6/2/2017	Environmental - Social and Economics	The proposed route through Stanfield, Hidden Valley and Thunderbird Farms is, IMO, "political payback" for those communities continued resistance to incorporation in the town of Maricopa. A route through this area would benefit the city, but not the current rural residents. It would destroy their tranquil, rural existance, way of life, and also their property values. It serves no purpose when an exiting alternative already exists (I-8 & Hwy 85). I don't understand why it is favored.	32.2790056	-111.292877	South	85735



## **Corridor-specific Comments**

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Corridor-specific comments submitted through the online comment tool								
Date Submitted	Topic	Raw Text	Segment ID	Segment Opinion	Latitude	Longitude	Region	Zip Code
5/2/2017	Corridor Alternatives	I'm neutral on this option "A". If there is a proven and documented need for expanded capacity, making improvements to the existing Interstate 10 corridor is the best alternative to manage increased traffic volumes in southern Arizona.	A	Neutral	31.5153373	-111.0140991	South	85641
5/2/2017	Corridor Alternatives	I prefer a no build option to save on costs. Traffic is light in this area.	A	Favorable	31.6077699	-111.055413	South	85719
5/7/2017	Environmental Natural	Boo. This is going to ruin wildlife habitats because it goes through not one, but two national parks. Let's save our parks and keep with Option B.	A	Unfavorable	31.5352004	-111.0362099	South	26101
5/13/2017	Other	It would be foolishly to not connect as close to the border as possible. I think it is great for the economy of Santa Cruz County and AZ. Just look how many trucks there are has you drive the interstate. So many of them are on the frontages, picking up shipments and dropping off at spacious warehouses. The intersection of I-19 and Ruby Road in Rio Rico has become a nuisance with backed up commercial traffic. The sooner you connect it the better to flow where it needs to go in commerce.	A	Favorable	31.7076837	-111.0615819	South	85648
5/23/2017	Environmental Natural	Please build double-decker. Less destructive and less expensive.	A	Favorable	31.4802088	-111.0031128	South	85735
5/24/2017	Corridor Alternatives	I favor this option as it follows an existing route. While temporarily less convenient for traffic during construction, this option will facilitate less long-term environmental impact. Please proceed with with structural accommodations for wildlife and water flow/runoff corridors. Thank you!	A	Favorable	31.5337745	-111.0305786	South	85603
5/24/2017	Corridor Alternatives	I favor this possibility because it follows an existing route. While temporarily less convenient for traffic during construction, this option will facilitate less long-term environmental impact. Please proceed with adequate structural accommodations for wildlife and water flow/runoff corridors. Thank you for considering my thoughts.	A	Favorable	31.5291071	-111.0223389	South	85603
5/24/2017	Environmental Natural	I favor this possibility because it follows an existing route. While temporarily less convenient for traffic during construction, this option will facilitate less long-term environmental impact. Please proceed with adequate structural accommodations for wildlife and water flow/runoff corridors. Thank you for considering my thoughts.	A	Favorable	31.4939838	-111.006546	South	85603
5/26/2017	Corridor Alternatives	yes, work with modifying the existing infrastructure	A	Favorable	31.6042705	-111.0518646	South	61265
5/31/2017	Public Process	Spending American Citizen tax dollars to build Mexico a highway to Canada. I11 Mexico to Canada is the largest USA highway project in 50 years which main purpose is to support Mexico's economy. Perfect example as to why the public is loosing trust and faith in the US Government.	A	Unfavorable	31.6720835	-111.0635376	South	85743
6/1/2017	Corridor Alternatives	Use existing I-19 up to just south of congested Valencia.	A	Favorable	31.6438828	-111.0594177	South	
6/1/2017	Corridor Alternatives	Follows existing roadways	A	Favorable	31.4648417	-111.0004219	South	85326



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Date Submitted	Topic	Raw Text	Segment ID	Segment Opinion	Latitude	Longitude	Region	Zip Code
4/29/2017	Corridor Alternatives	Corridor Alternatives C and D would be preferred over this option, as C and D would bypass Tucson on the west, alleviating traffic not destined for Tucson from the north or south.	B	Unfavorable	32.0191382	-110.9928131	South	85396-7482
5/1/2017	Corridor Alternatives	I support the decking of I-10 both for lower cost, and less destruction to environment and communities (as opposed to C & D).	B	Favorable	32.3094783	-111.0381317	South	85743
5/2/2017	Corridor Alternatives	I prefer a no build option to keep costs down. Traffic is not heavy enough to warrant a new road.	B	Favorable	32.2315299	-110.987143	South	85719
5/3/2017	Corridor Alternatives	This is an excellent alternative because it is fiscally responsible. Given the shaky ground NAFTA is on and the potential for a sustained increase in fuel prices, there is no guarantee that traffic projections will be accurate. If they fall short, it would be rash to develop something as expensive as I-11 in Avra Valley. Better to expand I-10 in Tucson as need arises. Further, this would be a boon to Tucson's economy by encouraging carriers to treat the city as a shipping hub.	B	Favorable	32.1863639	-110.9818268	South	85745
5/3/2017	Corridor Alternatives	I-10 makes sense to me since there is already infrastructure in place and I believe that if the highway veers off into Avra Valley, the loss of commerce for Tucson itself will be considerable. In addition going through Avra Valley will destroy the ambiance of the Arizona-Sonora Desert Museum, the number 2 attraction in the state, as well as cause considerable damage to Saguaro National Park West.	B	Favorable	32.472695	-111.2283325	South	85743
5/4/2017	Environmental Natural	This is the only option in this geographic area that will not enormously damage Saguaro National Park West, Ironwood National Monument, and the natural and cultural resources immediately surrounding them. If either Option C or D becomes reality, the Park may as well close and all the natural resources in it and dependent on it will have to retreat to the eastern side of the Tucson mountains.	B	Favorable	32.3483872	-111.0798248	South	85004
5/4/2017	Corridor Alternatives	My most preferred selection is I10. Modifications to I10 seem evidently preferable to a whole new freeway system. For example make the I11 route at least 3 lanes all the way from border to border. If the route must be one of those through Avra Valley, then I have already commented with my modifications of those routes.	B	Favorable	32.4793566	-111.2393188	South	85653
5/5/2017	Corridor Alternatives	This is the best choice, if we have one. It is less expensive, the impact to humans, wildlife, traffic flow and everything is already in place because i-10 is already an established freeway.	B	Favorable	32.2761029	-111.0154724	South	85743
5/5/2017	Corridor Alternatives	It is currently unclear exactly what option B entails. What are the exact modifications of I-10? All that being said, I think that the most rational choice is to modify this existing corridor to deal with congestion and complete the trade route. Why disrupt the rural peace of the Avra Valley and direct commerce away from Tucson by building a new highway, when the existing infrastructure is here and just needs to be modified?	B	Favorable	32.1953708	-110.9797668	South	85743
5/6/2017	Corridor Alternatives	I favor this option because it is vastly more respectful of environmental impacts than Options C/D, which would place a major Interstate directly between Ironwood National Monument (and through part of it) and Saguaro National Park/Tucson Mountain Park/Arizona-Sonora Desert Museum. You should strongly consider this route, which improves the already existing Interstate 10 and 19. This route does not place a new economy in a rural place with no long-term plan for economic growth.	B	Favorable	32.1997287	-110.9759903	South	92120
5/7/2017	Corridor Alternatives	Corridor B is the best option for many reasons, particularly if a double decker I-11 is created over I-10. This destroys the least amount of desert land, it is a more direct route to Nogales, is helps Tucson businesses by bring the traffic to town rather than way out west. The other corridors like C destroys irreplaceable desert land, it crosses monument land, it brings light and air pollution into an area which is a low light area to protect the important work done at Kitt Peak. B IS BEST!	B	Favorable	32.3243849	-111.0523802	South	
5/7/2017	Corridor Alternatives	This is a better option because it will improve an already existing interstate.	B	Favorable	31.9145761	-110.9866333	South	92120



Corridor-specific comments submitted through the online comment tool								
Date Submitted	Topic	Raw Text	Segment ID	Segment Opinion	Latitude	Longitude	Region	Zip Code
5/7/2017	Environmental Natural	I accidentally put my comment for B on an unrelated street. B is by far the best option because we can improve on something that is working fine, without ruining animal and human homes. Why create more mess when we can just fix what we've got? Cheaper, better for the environment, all around great.	B	Favorable	32.0258394	-110.9896948	South	26101
5/7/2017	Public Process	I think this would be the best option. The large amount of money could go to improvements along this corridor, and TPD and highway control can continue to manage policing rather than spreading their resources along 2 routes, with one of them being county. Also it does not involve bulldozing my home.	B	Favorable	32.3935877	-111.1215591	South	85743
5/11/2017	Corridor Alternatives	Expanding freeway along existing alignment places additional traffic in a previously-disturbed urban area, where services already exist & will bring additional revenue to developed areas along the existing route. Any new alignment will disturb not only the ROW, but also significant additional area for drainage, and secondarily for new motorist services along the route.	B	Favorable	31.8791409	-110.9918349	South	85629
5/12/2017		I am in favor of this option because it is the most direct and accessible route and because it does not further harm valuable natural and cultural resources.	B	Favorable	32.2890976	-111.0252331	South	85004
5/12/2017	Environmental Social and Economics	I favor this option if a no build option is determined not feasible. I believe routing this road through the existing I10 will preserve pristine areas of desert and avoid further unnecessary development. I also believe that routing the I11 through Tucson will bring more people into the Tucson area, thus bringing more money into Tucson. If this is done, the road would need sufficient improvement/enlargement to prevent unnecessary travel delays.	B	Favorable	32.3915584	-111.1239624	South	85718
5/13/2017	Other	Please bring relief of the commercial truck traffic. The sooner the brifrucation of the I-19 the better! I wish it could be down closer to the port of entry of Mexico. We are over run in Nogales and Rio Rico with heavy truck traffic. The whole I-19 is! The sooner you build it from the border the better for our economy. Mexican truckers can only come in so many miles and must transfer the load. This infastructure will bring more produce distributions in our Santa Cruz County. We need 2 Interstate	B	Favorable	31.7183735	-111.0621014	South	85648
5/15/2017	Corridor Alternatives, Environmental Natural	This seems to me the most favorable route: less problems negotiating through national park and monument land, and an already established route for a larger part of the way, then an easier integration of the present hiway nw to Nevada.	B	Favorable	32.1965329	-110.9729004	South	85743
5/16/2017	Corridor Alternatives	If I-11 must run through this area, Alternative B would have the least negative impact on the area's significant environmental, cultural, and economic resources.	B	Neutral	32.2799345	-111.0179444	South	85004
5/17/2017	Other	I favor option B. If (and only if) there proves to be too much truck traffic on this portion of I-10 as a result of completion of the Mexico-to-Canada interstate system, then ADOT should look at (a) either restricting the hours when international trucking can use I-19 and the sometimes congested part of I-10 where it passes through western Tucson or (b) double-decking that part of I-10. Given the uncertainty of future usage, best to wait and see.	B	Favorable	32.3869198	-111.1102295	South	85719
5/18/2017	Environmental Social and Economics	I favor this option because it follows the current I-10 and does not negatively impact any communities or wildlife. It will bring more business to the businesses that are already existing along this corridor. It is shorter in distance. It is cheaper for taxpayers. it will not ruin any tourist destinations. Please, this is the only route that makes sense. Save the taxpayers money and the environment and tourism by using this route please.	B	Favorable	32.0447508	-110.9962463	South	85653
5/20/2017	Congestion	increased traffic accidents	B	Unfavorable	32.1965329	-110.9811401	South	85743
5/20/2017	Safety and Security	less accidents with cars as large trucks are diverted around theTucson	B	Favorable	31.7278751	-111.0532379	South	85743



Corridor-specific comments submitted through the online comment tool								
Date Submitted	Topic	Raw Text	Segment ID	Segment Opinion	Latitude	Longitude	Region	Zip Code
5/20/2017	Corridor Alternatives	Add capacity to i_10 and I-19. Those natural habitats have already been damaged. There is no reason to destroy more natural pristine habitat.	B	Favorable	32.3295519	-111.0573296	South	85745
5/21/2017	Congestion	I do not favor this option because of the congestion already on I-10 through Tucson.	B	Unfavorable	32.3869198	-111.1102295	South	85743
5/21/2017	Environmental Social and Economics	It makes use of an existing highway corridor.It would give more income to businesses that have been struggling to survive along the I-10 highway. Apart from the difference in price of building new verses improving existing, it would avoid possible legal battles that other proposed routes could incur. It would be wrong to make the taxpayers pay way too much for a highway that is opposed by people in Tucson and The Avra Valley just so Chuck Huckelberry and his associates can be even wealthier.	B	Favorable	32.3796715	-111.1122894	South	85653
5/22/2017	Corridor Alternatives	Of the three options available, I would favor this option if one of the options must be chosen. While it seems unnecessary to me to invoke any of the options in this area of the I-11 corridor, this one at least would not destroy the area just west of the Tucson Mountains, which is lovely and serene, and very attractive to visitors and residents.	B	Neutral	32.2708372	-111.0108649	South	85743
5/23/2017	Corridor Alternatives	I favor this option because, if I-11 must pass through southern Arizona, this option at least will not ruin any more of it. Remembering that most people do not move to or visit areas so that they'll be close to interstate freeways, double-decking existing I-10 will: 1) take advantage of existing freeway infrastructure 2) be less likely to negatively affect existing neighborhoods and residents 2) be less likely to negatively affect tourism 3) be less expensive to create	B	Favorable	32.2770318	-111.0175321	South	85743
5/24/2017	Corridor Alternatives	I favor this option as it follows an existing route. While temporarily less convenient for traffic during construction, this option will facilitate less long-term environmental impact. Please proceed with with structural accommodations for wildlife and water flow/runoff corridors. Thank you!	B	Favorable	32.2673942	-111.0082626	South	85603
5/24/2017	Corridor Alternatives	I favor this possibility because it follows an existing route. While temporarily less convenient for traffic during construction, this option will facilitate less long-term environmental impact. Please proceed with adequate structural accommodations for wildlife and water flow/runoff corridors. Thank you for considering my thoughts.	B	Favorable	31.8084509	-111.0140991	South	85603
5/24/2017	Environmental Natural	I favor this possibility because it follows an existing route. While temporarily less convenient for traffic during construction, this option will facilitate less long-term environmental impact. Please proceed with adequate structural accommodations for wildlife and water flow/runoff corridors. Thank you for considering my thoughts.	B	Favorable	31.8230378	-111.0044861	South	85603
5/25/2017	Corridor Alternatives	This is the best way - double deck i-10 - almost 0 impact to wildlife - familys - business - lifestyle since it was already impacted years ago and has adapted now. Why are you ruining saguaros out in the valley? Why kill the mountain lions?	B	Favorable	32.4083712	-111.1390686	South	85743
5/25/2017	Congestion	I favor this option as it is the only option being presented that makes any sense, there is no traffic congestion in Tucson, visit California sometime and navigate I-5 for awhile and then you'll see traffic congestion, even then it is manageable. To build Interstate 11 to alleviate traffic through Tucson is laughable, now or 20 years from now, improve the existing Interstates to accommodate traffic growth, keep consumers on existing routes so they will support established businesses.	B	Favorable	32.2598461	-111.0037994	South	85743
5/26/2017	Corridor Alternatives	This is the way to go. Just do whatever needs done to the existing infrastructure. There is simply no place to put a new highway in the greater Tucson area that won't be prohibitively destructive to the environment. And destroying the area's environment will have far reaching economic costs. This highway has the potential to destroy Tucson permanently and that would be a tragedy.	B	Favorable	32.269136	-111.0079193	South	61265
5/26/2017	Corridor Alternatives	This is ok. Working with the existing infrastructure is really the only satisfactory option.	B	Favorable	31.8396493	-111.0003662	South	61265



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Date Submitted	Topic	Raw Text	Segment ID	Segment Opinion	Latitude	Longitude	Region	Zip Code
5/26/2017	Environmental Natural	This is the only option with less impact on the environment for the humans and the wildlife plus it should be the most economical for the taxpayers.	B	Favorable	32.4054727	-111.1346054	South	85743
5/27/2017		As a child resident, I think that this should be the only consideration for proposal. The land surrounding this area is beautiful, how I describe the desert to friends and family, and the land provides a home and sanctuary for animal residents of all kinds. Thank you.	B	Favorable	32.0997078	-110.9895938	South	85004
5/27/2017	Environmental Natural	This is the only acceptable route for this project. THe other alternatives destroy prestine land and important cultural traditions!	B	Favorable	32.3938776	-111.1239624	South	85716
5/28/2017	Corridor Alternatives	It seems to me that if we double deck I-10 it costs less and we can connect I-10 and I-19 to this route more easily creating more access and better flow of goods. Those on I-10 and I-19 going straight through could avoid the off ramp congestion of Tucson and Marana. It also preserves the beauty of the Desert west of the mountains.	B	Favorable	32.1878167	-110.9825134	South	85743
5/29/2017	Other	This is the most favorable of all the alternatives as there is already major disturbance and there are lots of services to support it.	B	Favorable	32.2508455	-110.9931564	South	85743
5/31/2017	Environmental Social and Economics	Following the Plan B approach still allows the increased thoroughfare to the Mexico Port of Entry, allows for use of existing infrastructure, and keeps Tucson as the business center of Southern Arizona, all while preserving the attractiveness of our National Monuments	B	Favorable	32.4272095	-111.1661911	South	85743
5/31/2017	Corridor Alternatives	Tucson requires greater capacity off of I-10 to move residents of the region through town. Apart from rush hour, the existing road offers ample capacity for growth as it stands. Perhaps designating one or two reversible "express" lanes on I-10 during the workday could greatly improve traffic flow in the existing right-of-way through the few miles where capacity is and will be a concern for the future. Of the options in the Tucson area, any improvements related to option B offer the most benefit.	B	Favorable	32.0649099	-110.9908496	South	85658
6/1/2017	Corridor Alternatives	This option is the most favorable as it makes sense to leverage and expand the existing I10 freeway corridor.  Other options C & D are highly undesirable as they reside too close to the Saguaro National Park and Tucson Mountain Park and will very negatively impact the use and Sonoran desert experience in these areas that are treasured to Arizona and meant to be protected and preserved into purpetuity.	B	Favorable	32.2569428	-111.0031128	South	85004
6/1/2017	Corridor Alternatives	Having this segment not go through downtown Tucson would alleviate potential future congestion issues.	B	Unfavorable	32.2698771	-111.0104439	South	85226
6/1/2017	Corridor Alternatives	Perhaps creating an interchange on I-19, west which would be I-11 and east would be the new proposed I-410 (connecting I-19 to I-10 east). You could eliminate the designation of I-19 by renaming it I-11 going south and I-410 going north to Tucson.	B	Favorable	31.9358477	-110.9893799	South	85641
6/2/2017	Environmental Natural	BEST FOR NATURE	B	Favorable	32.3126701	-111.0415649	South	85004
6/2/2017		Great idea! I love the I-10, and using current resources.	B	Favorable	32.3747424	-111.1047363	South	85004



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Date Submitted	Topic	Raw Text	Segment ID	Segment Opinion	Latitude	Longitude	Region	Zip Code
6/2/2017		Great idea! I love the I-10, and using current resources.	B	Favorable	31.8898016	-110.9893799	South	85004
6/2/2017	Corridor Alternatives	I favor corridor option B because it has minimum impact on Pima county open spaces. The road is already there. It's also the least expensive option.	B	Favorable	32.18956	-110.9770203	South	85735
6/2/2017	Corridor Alternatives	If existing transportation infrastructure can be leveraged between Nogales and the Phoenix Metro area, it should be.	B	Favorable	32.2756675	-111.0147858	South	22932
6/2/2017	Environmental Social and Economics	This would be the best option, as it would use an existing corridor and would not have the environmental, economic and social impacts of a route through the Avra Valley.	B	Favorable	32.2785064	-111.0171274	South	85743
6/2/2017	Environmental Social and Economics	I support option "B" because it uses an existing corridor and thus avoids the destruction of natural, cultural, economic, and tourism resources in Avra Valley, (options C and D)	B	Favorable	32.3637233	-111.0961533	South	85743
6/2/2017	Corridor Alternatives	The U.S. Forest Service, Coronado National Forest, supports the recommendation to advance Corridor Option B to the Tier 1 EIS. Option B avoids potential adverse impacts to sensitive environmental resources, including wildlife corridors, located in and around Saguaro National Park.	B	Favorable	32.2272076	-110.9822388	South	85701
6/2/2017		This is the route I support through Tucson, not C or D. Improve I-10, don't add another interstate.	B	Favorable	32.298161	-111.0346985	South	85719
4/30/2017	Environmental Natural	This Option would damage a critical wildlife corridor between the Tucson Mountains/Saguaro National Park West and Ironwood National Monument. Bighorn sheep from the Silverbell Mountains recently traveled across Avra Valley to visit the Tucson Mountains. This Option would have devastating consequences on the health and diversity of all wildlife species in the Tucson Mountains, which rely on the ability to breed with outside populations. This damage would be nearly impossible to mitigate.	C	Unfavorable	32.2136725	-111.2156296	South	85742
5/1/2017	Corridor Alternatives	This route is literally on top of the property where I and my neighbors live: 13775 W. Yankee Ranch Road. This would obviously destroy our lives.	C	Unfavorable	32.2808923	-111.2468719	South	85743
5/2/2017	Environmental Natural	I do not favor this option because it routes through prestine Sonoran desert terrain.	C	Unfavorable	31.8021656	-111.1402883	South	85719
5/2/2017	Environmental Natural	I do not favor this option because it places the highway through the Avra valley and will spur leapfrog development over the Tucson mountains.	C	Unfavorable	32.233702	-111.2163736	South	85719
5/2/2017	Environmental Natural	Please, lets not put new roads through natural habitat. Destruction of this habitat will destroy natural corridors that wildlife use to travel between mountain ranges. It will cut through areas where populations of wildlife travel to find food, shelter and mates. The noise pollution will have a negative effect on wildlife not only on wildlife, but people living in Avra Valley and Marana, not to mention the popular tourist attractions, the Arizona Sonora Desert Museum and Old Tucson Studios.	C	Unfavorable	32.2726195	-111.244812	South	85712



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Date Submitted	Topic	Raw Text	Segment ID	Segment Opinion	Latitude	Longitude	Region	Zip Code
5/3/2017	Environmental Social and Economics	This is my backyard. I chose to live here for the desert beauty so close to a city. This option travels over the aquifer for the city of Tucson and the surrounding area. It also is adjacent to Tucson Mt. Park, Saguaro National Park West, Ironwood National Forest and the internationally known Arizona Sonora Desert Museum. A major highway here would forever impact negatively wildlife and the rural lifestyle as well as recreational opportunities!	C	Unfavorable	32.0949268	-111.22002	South	85735
5/3/2017	Environmental Natural	I am also opposed to this route because of the negative impacts on the Desert Museum and Saguaro National Park.	C	Unfavorable	32.0689847	-111.2205083	South	85641
5/3/2017	Corridor Alternatives	Instead of streamlining traffic, Corridor C will lead to excessive development in Avra Valley. In a decade or two, I-11 will be clogged with local commuter traffic, rendering the freeway no more efficient than I-10. Avra Valley development will necessitate county services and raise local tax burdens, while choking Tucson's streets with more suburban commuters working in the city but adding little to its tax base. The environmental impact is also unacceptable. Corridor B is the best alternative.	C	Unfavorable	32.2453286	-111.2290192	South	85745
5/4/2017	Environmental Natural	This option passes directly adjacent to (if not through) Saguaro National Park which is totally unacceptable for reasons so numerous that they won't fit in 500 characters. I would assume these reasons also would be so obvious that they needn't be spelled out. This option would effectively destroy a National Park and the resources associated with and dependent upon it and should not be considered any further.	C	Unfavorable	32.3464033	-111.2524612	South	85004
5/4/2017	Other	As an avid cyclist, I find that Tucson brings in millions each year just from the traveling cycling community. To create this highway and highway D would partially ruin cycling in West Tucson. As cyclist we venture away from the city to find the beauty of the desert. We must go even further if you create a roadway on that beautiful land.	C	Unfavorable	32.3614033	-111.2571716	South	85004
5/4/2017	Environmental Social and Economics	Recommend moving east a mile or so. Hog Farm archaeological site and Brawley Wash confluence with Los Robles Wash. Important wildlife habitat.	C	Unfavorable	32.4447401	-111.2987137	South	
5/4/2017	Environmental Natural	I strongly dislike this option because of its proximity to Saguaro National Park, Tucson Mountain Park, the Arizona-Sonora Desert Museum, and the probability that it would cause issues for wildlife that need to be able to roam to and from various mountain ranges and areas for habitat.	C	Unfavorable	32.2078628	-111.2135696	South	85718
5/4/2017	Corridor Alternatives	I suggest this end point move a half mile or so northeast to be in more open land.	C	Favorable	32.4454644	-111.300087	South	85653
5/4/2017	Safety and Security	As a Tucson area cyclist who frequently enjoys riding on these roads, I'm extremely opposed to any plan that seeks to develop this corridor. I greatly appreciate the exposure to nature, and the natural splendor of the environment in this area. There's no way to preserve this experience while also developing a major transportation corridor.	C	Unfavorable	32.2040864	-111.2152863	South	85713
5/4/2017	Environmental Natural	I am opposing this option because it will displace wildlife and disrupt an extremely important ecological corridor as well as causing light pollution disabling Kitt Peak Observatory's usage.	C	Unfavorable	32.0430047	-111.2214661	South	85653
5/4/2017	Environmental Natural	I am opposing this option because it will displace wildlife and disrupt an extremely important ecological corridor as well as causing light pollution disabling Kitt Peak Observatory's usage.	C	Unfavorable	31.9206958	-111.1761475	South	85653
5/4/2017	Environmental Natural	I am opposing this option because it will displace wildlife and disrupt an extremely important ecological corridor as well as causing light pollution disabling Kitt Peak Observatory's usage.	C	Unfavorable	32.2578138	-111.2396622	South	85653



Corridor-specific comments submitted through the online comment tool								
Date Submitted	Topic	Raw Text	Segment ID	Segment Opinion	Latitude	Longitude	Region	Zip Code
5/5/2017	Congestion	Development of this option has the potential of creating a new logistics hub for all the produce that come from Mexico. Currently all commercial traffic congregates in Rio Rico between exit 12 and 17. The creation of this "fork in the road" could expand to become a better logistics staging area, alleviating the congestion of trucks in Nogales.	C	Favorable	31.7315523	-111.0699909	South	85004
5/5/2017	Corridor Alternatives	I favor C over both A and B because it provides the best mobility from southern Arizona to the rest of the state, by bypassing Tucson. Option B has potential, but C looks better. Perhaps a combined best of both B & C?	C	Favorable	31.8052268	-111.1431885	South	85648
5/5/2017	Corridor Alternatives	I live on west desert oasis trail, and both options C and D would go right next to my house, if not right over the top of it. You all would be destroying the reason I moved out here 12 years ago, which is peace, quiet, no light pollution, and to be out of the city. We have made improvements to our home including solar energy, and permitted additions of a garage and large screen room. I fear that if we are forced to move, we will not get back what we have put into our home.	C	Unfavorable	32.2008908	-111.2163162	South	85743
5/5/2017	Environmental Social and Economics	This will destroy natural wildlife which the adjacent monument was created to maintain. It will destroy more families than just what are next to the road. The drop in property values will economically depress every home owner west of the Tucson Mountains. There will be huge increases of drug trafficking due to the wide area of vacant land that can be utilized to hide the drugs or the people involved.	C	Unfavorable	32.2766834	-111.2461853	South	85743
5/5/2017	Environmental Natural	It would disrupt and displace wildlife in the area.	C	Unfavorable	32.1686379	-111.2173462	South	85705
5/6/2017	Environmental Natural	I am writing to express severe opposition to road construction plans in Corridors C & D. These two plans will cost 2 billion dollars more than the plan (in blue) to parallel 1-10, will pass through the last remaining Tohono O'odham ancestral saguaro camps, ending the last of saguaro harvests on the traditional lands. It will also displace wildlife and disrupt an extremely important ecological corridor as well as causing light pollution disabling Kitt Peak Observatory's usage.	C	Unfavorable	32.1802619	-111.2200928	South	85745-3120
5/6/2017	Corridor Alternatives	I do not favor this option because it would place a major Interstate directly between Ironwood National Monument (and through part of it) and Saguaro National Park/Tucson Mountain Park/Arizona-Sonora Desert Museum. Not only that, but the highway would have a devastating impact on local wildlife by fragmenting otherwise connected populations of big mammals, reptiles, etc. You should strongly consider route B, which improves the already existing Interstate 10 and 19.	C	Unfavorable	31.9338081	-111.1771774	South	92120
5/7/2017	Environmental Social and Economics	I do not favor this option due to impacts to the negative impacts to the character of Avra Valley. This area includes the Arizona Sonora Desert Museum and Tucson Mountain Park. These are important economic and recreational assets for the Tucson area. An interstate through this area would degrade the experience of these treasured places.	C	Unfavorable	32.3618383	-111.255455	South	85718
5/7/2017	Corridor Alternatives	I do not agree with this route. This would route the highway through a national park, national monument, and (as if that isn't already BAD ENOUGH) hasn't clearly not been thought through well enough so that this change would benefit the population currently living in the area. This community needs a positive, sustainable economic plan which a highway cannot provide.	C	Unfavorable	32.1802619	-111.211853	South	92120
5/7/2017	Environmental Natural	Once again A and C are ruining wild life and state parks. Let's please just fix what we've got instead of adding more!	C	Unfavorable	31.9422528	-111.1877324	South	26101
5/7/2017	Environmental Social and Economics	I do not support this option as it impacts an area rich in natural and cultural resources. The saguaros and wildlife in this corridor are one of the top reasons tourists visit the area. In fact, anytime a major national event is held in the Tucson area, the saguaros from this corridor area are featured. It seems silly to compromise this with further development, especially when the existing freeway is only 10 miles to the east and has industrial corridors designated and can be expanded.	C	Unfavorable	32.2405251	-111.2282324	South	85745
5/7/2017	Environmental Natural	I think option D is the best option. I'm really looking forward to this i11. Option C puts it too close to the national park. Option D is perfect!	C	Unfavorable	32.2854206	-111.2498187	South	85743



Corridor-specific comments submitted through the online comment tool								
Date Submitted	Topic	Raw Text	Segment ID	Segment Opinion	Latitude	Longitude	Region	Zip Code
5/7/2017	Environmental Social and Economics	Both options C and D are terrible. I oppose any option that goes through this corridor, as it's impact will destroy not only the valuable natural beauty of the impacted areas, but have a severe impact on the yearly tens of thousands of visitors to Saguaro National Park, Tucson Mountains Park, and the Arizona-Sonora Desert Museum. Local livelihoods depend on the income these treasures provide. I strongly oppose options C and D.	C	Unfavorable	32.3193434	-111.2533951	South	85743
5/7/2017	Environmental Economics	For me this is the worst option as it lands on top of my home and land. I may be more amenable to the option if reimbursement for my property is adequate to pay off my mortgage and put 20% down on a new property. It is still not a good option because it lands on top of Sandario which puts a lot of high speed traffic on a road used locally to move around the area.	C	Unfavorable	32.3207941	-111.2523651	South	85743
5/10/2017	Congestion	I favor this option as it provides a by-pass option to avoid the Tucson area.	C	Favorable	32.166313	-111.211853	South	
5/10/2017	Corridor Alternatives	No, no, no! Please don't run the i-11 corridor through Avra valley. It will encourage unsustainable sprawl in that area and damage our quality of life and damage the economy by making our area less attractive to eco tourists. I live within a mile of i-10 and I'm perfectly willing to accept double-decking if that's required. I think we should be trying to reduce demand on i-11 by offering alternatives -- passenger rail to phoenix? more freight rail? -- but we certainly don't need another freeway.	C	Unfavorable	31.8168969	-111.1486816	South	85701
5/11/2017	Environmental Natural	Avoid the Santa Cruz Flats, and environmentally sensitive area of the Santa Cruz River	C	Unfavorable	32.526842	-111.2932205	South	85048
5/11/2017	Safety and Security	A freeway there is too close to our community wells. That could poison our water!!!	C	Unfavorable	32.3042348	-111.2538895	South	85743
5/11/2017	Safety and Security	I live here. Absolutely do not want my new home by a highway!	C	Unfavorable	32.299297	-111.2528976	South	85743
5/11/2017	Corridor Alternatives	New alignments such as this one will unnecessarily create barriers to wildlife migration and destroy large areas of undisturbed land. Acquisition costs for land & required ROW will be higher than any estimate likely to be made, based on history of other area road improvements. Expanding the capacity of exiting I-10 and -19 freeways is the lowest impact alternative.	C	Unfavorable	31.7442939	-111.077281	South	85629
5/11/2017	Corridor Alternatives	Both corridor options C and D threaten established rural neighborhoods and the fragile desert. The use of these routes instead of option (B) using the existing Interstate10 corridor is showing disregard to the community, the environment and the taxpayer. A savings in money, homes, and environmental impact should not be ignored.	C	Unfavorable	32.3013532	-111.2527084	South	85743
5/11/2017	Corridor Alternatives	Why not just improve I-10 and leave the desert alone.	C	Unfavorable	32.3396506	-111.2545967	South	85653
5/12/2017	Environmental Natural	I am not if favor of this option because of its proximity to Saguaro National Park, Tucson Mountain Park, and the Ironwood National Monument. The noise and pollution would destroy an otherwise quiet and serene area that I (and thousands of others) love to hike and bike in. Also, I believe it would sever at least one critical wildlife corridor.	C	Unfavorable	32.2789795	-111.2482967	South	85004
5/12/2017	Other	Is this the I-11 road?	C	Unfavorable	32.4459419	-111.3000578	South	85653



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Date Submitted	Topic	Raw Text	Segment ID	Segment Opinion	Latitude	Longitude	Region	Zip Code
5/12/2017	Corridor Alternatives	This will run too close to neighborhoods & national monuments and kill off wild deer that frequent this area as do mountain lions. It will also unnecessarily displace many homeowners when the other options would cause far less invasion both of people and wildlife. Why kill more saguaros when just using the double decker option on i-10 would cause so little disruption as to almost be unnoticeable. Few of us even have paved roads out here. While you state it will only impact 41 homes you are wrong	C	Unfavorable	32.3173124	-111.2496185	South	85743
5/13/2017	Environmental Natural	I like that this seamlessly rides off fromm the I-19. This is a nice smooth angle towards wickenburg. The sooner traffic can move the better.	C	Favorable	31.7500804	-111.0957865	South	85648
5/14/2017	Environmental Natural	Both Option C and D will route the proposed I-11 through an ecologically sensitive zone of Avra Valley and Tumacacori Highlands. These relatively undeveloped areas are crucial for connecting protected natural areas and are well known for being high quality habitat themselves. Option G/B is a much better alternative that can utilize existing infrastructure and minimize the impact on natural landscape in this region.	C	Unfavorable	32.2929372	-111.2516785	South	85713
5/15/2017	Environmental Natural	I strongly oppose options D and particularly C due to the amoral consequences it would impose on our wildlife, wildlands, and rural communities. My first choice is the "No Build" option, but if there is a proven need, then extending the capacity of the current I 10 corridor is the only acceptable option.	C	Unfavorable	32.3643033	-111.2557983	South	85721
5/15/2017	Environmental Natural	Area "C" would be incredibly intrusive and damaging a pristine environment between a National Park and a National Monument two designated areas that are supposed to be our most highly protected lands and national treasures. This is unwise on many levels and will help to destroy one of the very reasons people come to Arizona at all, for the pristine and beautiful landscapes. Option B is on land already designed for such roads and a better choice and certainly must be cheaper to build.	C	Unfavorable	32.2540394	-111.2348557	South	85743
5/16/2017	Corridor Alternatives	I do not favor this option because it will bring noise, pollution, congestion, and unsightliness to an area bordering Saguaro National Park and its surrounding area. It will also negatively affect the plentiful wildlife in the area and potentially it will have a very negative economic impact on the are which includes Tucson Mountain Park and the Arizona-Sonora Desert Museum.	C	Unfavorable	32.2729679	-111.2442628	South	85004
5/16/2017	Other	keep traffic out of the city please	C	Favorable	32.3335589	-111.2503052	South	85718
5/16/2017	Environmental Natural	This route would cut the critical wildlife corridor between the Tucson Mountains and the Ironwood Forest National Monument. It would also promote development in the Avra Valley that would be highly detrimental to Saguaro National Park and the Ironwood Forest National Monument. Nature in southern Arizona is an important asset, culturally, recreationally, and economically. It should not be impaired by a new freeway.	C	Unfavorable	32.3846004	-111.2667847	South	85745
5/16/2017	Environmental Natural	I oppose this option because it would have a major detrimental effect on the wildlife corridor between the Tucson Mountains (including the Saguaro National Park) and the Ironwood Forest National Monument. It would bisect the Avra Valley, and promote development there that would seriously impair the natural values of this area. These natural values are a major asset that contribute to the quality of life, to recreation, tourism and the economy. They should not be impaired by a freeway.	C	Unfavorable	32.2711681	-111.2454987	South	85745
5/17/2017	Congestion	I would like any of the options as long as there is an access ramp in the Picture Rocks area to allow the area to benefit from the highway instead of an unusable source of noise. This would also reduce the traffic on Picture Rocks Road and Gates Pass by creating a faster and safer route to I-19.	C	Neutral	32.2737416	-111.245031	South	85743
5/17/2017	Environmental Natural	This is a beautiful nature reserve, building a highway here would be detrimental to wildlife. It would also create unnecessary pollution (air, light & noise) for a freeway we do not need and would not use.	C	Unfavorable	32.2499745	-111.235199	South	85719
5/17/2017	Corridor Alternatives	I disfavor Option C for several reasons. I know at least two people who live in Avra Valley for their health. They must have clean air. A freeway packed with diesel-burning trucks will negatively impact the air quality of Avra Valley, harming their health. Option C will unnecessarily destroy a lot of open space and Sonoran Desert vegetation. It will cost an arm and a leg to build, and it will take business away from the motels and restaurants along I-10 in Tucson.	C	Unfavorable	32.1593377	-111.2173462	South	85719



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Date Submitted	Topic	Raw Text	Segment ID	Segment Opinion	Latitude	Longitude	Region	Zip Code
5/18/2017	Environmental Natural	I do not favor this option because it will have a negative impact on the environment and wildlife. We do not need to disperse the pollution (noise, smell, tire debris, litter, etc.) from the interstate into unpolluted areas. Please keep it where it currently is. This alternate route is only to please special interest groups. The businesses along the current I-10 would probably appreciate more traffic, so why spend more money to ruin things? Does not make sense at all.	C	Unfavorable	31.861813	-111.1720276	South	85653
5/18/2017	Environmental Natural	I do not favor this option because it would negatively impact the environment. Please do not destroy nature in order to please special interests of Chuck Huckelberry and Mr. Diamond of Diamond Bell Ranch property. If Mr. Diamond needs a better road to his properties, let him use his own money, he has plenty of it. Please save the environment and the taxpayers money by following the existing I-10 route.	C	Unfavorable	32.4787773	-111.2887573	South	85653
5/18/2017	Environmental Natural	Completely unnecessary. Just fix the roads we have and leave this pristine desert alone.	C	Unfavorable	32.2159963	-111.2135696	South	85745
5/18/2017	Environmental Social and Economics	I do not favor this option because it will displace wildlife and disrupt an extremely important ecological corridor as well as cause light pollution disabling Kitt Peak Observatory's usage. This would also destroy some of the best cycling in the Tucson area. It would run alongside the Tucson Mountains, the Desert Museum and Saguaro National Park replacing Kinney Rd with a highway. These threats are simply unacceptable.	C	Unfavorable	32.4773292	-111.2901306	South	85716
5/19/2017	Environmental Natural	I am not in favor of this option because it represents a serious threat to our local environment and quality of life. Noise, air, water, and light pollution would be increased. Wildlife corridors would be destroyed. The recreational and natural value of important public land and other Tourism areas would be severely diminished (Ironwood Forest, Saguaro National Park, Arizona Sonora Desert Museum, Tucson Mountain Park, etc). Traffic would increase the spread of noxious invasive plants.	C	Unfavorable	32.0907192	-111.2187195	South	85004
5/19/2017	Environmental Natural	Routing I-11 through this area will be destructive to wildlife corridors and will cause huge, damaging environmental impact on the area. Please consider the alternative of creating a new highway deck OVER I-10.	C	Unfavorable	32.1500365	-111.2200928	South	85745
5/20/2017	Corridor Alternatives	Please bypass Tucson.	C	Favorable	32.1942087	-111.2145996	South	85004
5/20/2017	Environmental Natural	lessen the inversion (smog) effect in metro tucson	C	Favorable	32.1267794	-111.2170029	South	85743
5/21/2017	Environmental Natural	this is too close to our beautiful National Park. Should not be an option.	C	Unfavorable	32.3561831	-111.2557983	South	85004
5/21/2017	Environmental Natural	Protect natural resources and wildlife of buenos aires nwr.	C	Unfavorable	32.1732877	-111.2145996	South	85743
5/21/2017	Environmental Natural	This area is home to many species of wildlife that would just disappear if an interstate is built here.This project would negatively impact places that are dedicated to the preservation of the natural ecology for future generations like Saguaro National Park, Ironwood National Forest, and The Arizona-Sonora Desert Museum. It is a terrible idea to destroy a beautiful area like this for the financial gains of Chuck Huckelberry and his associates who do not live in the area that would be affected.	C	Unfavorable	32.4799358	-111.2901306	South	85653
5/22/2017	Corridor Alternatives	I do not favor this option because of its proximity to the Saguaro National Park, Tucson Mountain Park and the AZ-Sonora Desert Museum. This option would bring an enormous amount of noise, pollution, and unsightly congestion to an area that attracts residents and visitors because it has so little of these undesirables. I would be a shame to effectively destroy this lovely area when it's not necessary, or even advantageous, to do so.	C	Unfavorable	32.2634926	-111.2406921	South	85743



Corridor-specific comments submitted through the online comment tool								
Date Submitted	Topic	Raw Text	Segment ID	Segment Opinion	Latitude	Longitude	Region	Zip Code
5/22/2017	Environmental Natural	I oppose Option C because it will affect sensitive, and biologically diverse areas near Saguaro National Park and Ironwood Forest National Monument.	C	Unfavorable	32.0576277	-111.21898	South	85719
5/22/2017	Corridor Alternatives	Option C is awful. It would ruin - absolutely ruin - sacred land. It would also ruin saguaro national monument and the Desert Museum. I heard there would be an overpass at Sandario and Mile Wide. The whole reason my dad moved out there was to be AWAY from the city and have quiet nature. This would kill him. I imagine it would also hinder the a,aging views there, plus where would the Desert Museum and the Native Americans do their cactus harvest that they do out there every year? Terrible.	C	Unfavorable	32.0639556	-111.2228394	South	85705
5/23/2017	Environmental Natural	Alternative route C bisects the Avra Valley, thereby isolating the Tucson Mountains from natural areas to the west including the Ironwood Forest National Monument. This is highly destructive to wildlife in the Tucson Mountains, as it would cut off essential linkages between habitat areas. I believe it is entirely unnecessary to destroy the almost pristine area of Avra Valley, which currently has no transportation or telecommunications infrastructure, adding noise, pollution and dust.	C	Unfavorable	32.3892391	-111.2667847	South	85745
5/23/2017	Environmental Natural	I do not favor this option because: 1) it passes immediately behind my house 2) it runs adjacent to the Saguaro National Par and Tucson Mountain Park 3) it runs through at least one wildlife corridor 4) it will ruin an otherwise lovely area by bringing congestion, air pollution, noise pollution, light pollution, and unsightliness to this area 5) it's totally unnecessary	C	Unfavorable	32.2744774	-111.2472837	South	85743
5/23/2017	Environmental Natural	It seems to me that the possible benefits of this new highway are not worth the damage to this sensitive desert ecology. As a Sonoran Desert native who has lived (and driven) in this area my whole life (I am 68) I think I-10 and I-19 are plenty. I drive to Wickenburg and Las Vegas from time to time and I really don't mind using the existing roads. I think it would be better to invest limited tax money in maintaining existing roads statewide and building rail-based public transportation	C	Unfavorable	32.3985158	-111.2743378	South	85745
5/24/2017	Corridor Alternatives	I oppose running I-11 Options C or D through the Avra Valley. These options are politically motivated to line the pockets of a few at the expense of some of Tucson's greatest natural treasures. Future generations must be allowed to enjoy the awesome wonders that are Saguaro National Park and Tucson Mountain Park. Running noisy, polluting trucks from Mexico along the borders of these sensitive areas will destroy the peaceful desert legacy that we owe to our children and many generations to come.	C	Unfavorable	32.224881	-111.2182139	South	85743
5/25/2017	Other	We are opposing Corridor C for numerous reasons...#1 reason - displacement of families who have grown up and lived in this beautiful desert they call home - #2 reason - impact on the desert habitat for wildlife - #3 reason - Tucson does not need any pollution from vehicles traveling on this corridor - #4 reason - light pollution and noise pollution in surrounding neighborhoods clear up to the Tucson Mountain range - There are other alternatives to consider.	C	Unfavorable	32.1985666	-111.2166595	South	99516
5/25/2017	Corridor Alternatives	This is the least favorable of all the options - it will devastate many family's living in this area. We understand the need for progress but this is the wrong way. It will kill massive amounts of saguaros, wildlife and lifestyles. Please choose to double deck i-10 which already has had its impact and surrounding areas have adjusted.	C	Unfavorable	32.3631433	-111.2578583	South	85743
5/25/2017	Environmental Natural	I do not support the greenfield construction of Option C or D. The environmental impact to Avra Valley is unacceptable. The existing 1-10 and I-19 routes are a much perferrable alternative and involve less environmental impact. I chose to live in Avra Valley because of it's isolation. I did not purchase land here to have it destroyed in the interest of land developers, sub-divisions and the questionable need for a route parallel to an existing and more than adequate I-10, I-19 corridor.	C	Unfavorable	32.1825865	-111.2145996	South	85743
5/25/2017	Environmental Natural	Far too many wonderful natural resources to have an interstate routed through this area, Saguaro National Park, Tucson Mountain Park, Ironwood National Monument, hawks, great horned owls, deer all inhabit this area. Utilize existing Interstates by improving them to handle additional volumes of traffic over the years. It would be less expensive and make far more sense.	C	Unfavorable	32.2540394	-111.2369156	South	85743
5/26/2017	Environmental Natural	This option goes though the narrow area between protected areas and will adversely affect the natural environment especially the ability of wildlife to move between the protected areas. There seems to be no real offsetting benefit to this option over expanding/improving the existing I-10 corridor to reduce congestion. It would be somewhat shorter but the impact on Avra Valley would be extreme. I feel this option is no better than option D which is rated as least meets criteria.	C	Unfavorable	32.2313897	-111.2200928	South	85004
5/26/2017	Corridor Alternatives	I cannot see how C is better than D for System Linkages and Interstate Mobility, Economic Activity Centers, and Sensitive Environmental Resources. The screening results pdf would indicate this option meets these 3 criteria significantly better than option D. It also suggests C meets the overall criteria as well as B while D gets the lowest overal rating. That doesn't seem logical given how close C and D are. I would say B is better than C or D in every way except congestion and travel time.	C	Unfavorable	32.2467318	-111.2266219	South	85004



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5/26/2017	Environmental Natural	On behalf of Avra Water, we do not favor this option as it appears to go directly through our wells and service area. We are a private water utility in Avra Valley and are committed to the safety and security of our system. A corridor through the area would increase air and ground pollutants. This is already a problem in the valley. Exhaust runoff from storm drainage could negatively impact the aquifer which is vital to southern AZ. We strongly encourage other options.	C	Unfavorable	32.1825865	-111.211853	South	85743
5/26/2017	Corridor Alternatives	Creating another interstate highway essentially parallel to I-10 is a massive waste of our taxes. I-19 and I-10 already provide an excellent connection between Nogales, Tucson, and Phoenix. I-8 and AZ85 provide a rapid and effective bypass around Tucson. Constructing a new Interstate highway south of Phoenix will be expensive economically and environmentally damaging.	C	Unfavorable	32.2406825	-111.2200928	South	85713
5/26/2017	Corridor Alternatives	NO!	C	Unfavorable	32.1134039	-111.2180328	South	61265
5/26/2017	Environmental Natural	Terrible for the environment, the air we breathe (Most of the winds come from the west), the destruction of plants and natural habitat. Not justified by the traffic on the I 10 which much better since all the existing improvements See general comment).	C	Unfavorable	32.248813	-111.2321091	South	85743
5/26/2017	Environmental Social and Economics	Terrible for the environment, the air we breathe, big long term health hazard for the surrounding communities. (Most of the winds come from the west), the destruction of plants and natural habitat. Not justified by the traffic on the I 10 which much better since all the existing improvements. No economic benefit with this option Tax payer money waste (See general comment).	C	Unfavorable	32.4451747	-111.2994003	South	85743
5/26/2017	Other	I am against any plan to create I-11 west of the Tucson Mountains, i.e. through Avra Valley. It would be bad economics for Tucson, as in bypassing the city it would reverse the gradual renewal of the urban core that has improved public safety and profitability in Tucson over the past 15 years. A bypass would divert commerce away from the city; instead we need to keep money flowing in and through the urban core, no matter the short-term growing pains that may be felt.	C	Unfavorable	32.3425513	-111.2540817	South	85719
5/27/2017	Other	Disapprove	C	Unfavorable	32.0338901	-111.2175402	South	85747
5/29/2017	Environmental Natural	This area sheet floods. The build-out would likely be more expensive.	C	Unfavorable	32.2113487	-111.2152863	South	85743
5/31/2017	Corridor Alternatives	I do not favor this corridor because it is too close to the Saguaro National Park, Tucson Mountain Park, and the Ironwood National Monument. This corridor option would bring noise, pollution, and congestion to these areas which are free of them now. It would also negatively affect wildlife and tourism in the area. Further, I see no benefit to this corridor (or to I-11 in general). The price is way too high.	C	Unfavorable	32.2422913	-111.2270622	South	85004
5/31/2017	Environmental Natural	Running I-11 on either Plan C or D will cause increased light pollution, noise pollution, degradation of views from the monument, and disruption of lifestyle in the area. This would damage not only the beauty of the National Monument, and the town that I grew up in, but also the businesses of Tucson though reduction in marketability and sales.	C	Unfavorable	32.2371978	-111.2231827	South	85743
5/31/2017	Environmental Social and Economics	The landscape is a tactical approach our business uses to further international business as it allows for an incentive to have international customers come visit our headquarters and show them the surrounding area. The desert landscape and taking said customers to the Desert Museum through the National Monument, and viewing the stars on the Tucson Mountain Overlook is not only strong motivation to have them repeat their business trips to Tucson, but also foster them to send other business unit.	C	Unfavorable	32.2435864	-111.2286758	South	85743
5/31/2017	Safety and Security	Adding a new major highway for illegal drugs from Mexico. Did the Mexican Illegal Drug cartels pay someone to propose this??? Dilute limited DPS, Border Patrol, DEA and Homeland Security to monitor and protect a second major highway coming into USA from Mexico. "No" the entry port inspections in Nogales are not sufficient to stop illegal drug movement into the USA from Mexico.	C	Unfavorable	31.8495653	-111.1679077	South	85743



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5/31/2017	Environmental Social and Economics	No respect for Sonoran desert, short sighted, protected natural resources have long term value. 100 years ago they wanted to develop the Grand Canyon, today the protected Grand Canyon is a major source of income for the State of Arizona. Expand the existing i10, less damage, lowest cost option, and does not dilute DPS, Border Patrol resources.	C	Unfavorable	32.272039	-111.2489319	South	85743
5/31/2017	Corridor Alternatives	We are vehemently opposed to any route through Avra Valley. Existing studies show that choke-points on I-10 in Tucson presently span only a few miles. It is eminently possible to create loops on existing roads (e.g. Campbell and Silverbell) that would greatly reduce traffic on I-10 while giving Tucson residents faster routes through town. Taxpayers throughout the region would appreciate greater benefit from north/south and east/west expressways through Tucson. Build up in town, not out of town.	C	Unfavorable	32.2311051	-111.2199831	South	85658
5/31/2017	Environmental Natural	I visit this area each year. I know this corridor is very close to the Saguaro National Monument! Many private homes have very large saguaros on their land and have protected them for years. Putting a highway through this area would be disastrous! Saguaros take hundreds of years to mature and bloom. Don't destroy the habitat of this beautiful sentinel of the desert. Transplanting saguaros is not the answer. Please do not go through this area. People and saguaros will lose their homes.	C	Unfavorable	32.2200627	-111.2166595	South	98239
6/1/2017	Corridor Alternatives	Corridor option C is highly undesirable as it resides too close to the Saguaro National Park and Tucson Mountain Park and will undoubtedly negatively impact the use and Sonoran desert experience in these areas that are treasured and meant to be preserved.	C	Unfavorable	31.809895	-111.1514282	South	85004
6/1/2017	Other	I like the option to be as close to the reservation land as possible with the hope that it would not limit future growth to the east because of a highway cutting through usable land.	C	Favorable	32.0718109	-111.2200928	South	85004
6/1/2017	Congestion	Tucson desperately needs a truck bypass. There is way too much traffic on I-10 in the city,	C	Favorable	32.2088796	-111.2142563	South	85004
6/1/2017	Corridor Alternatives	Connect to I-10 sooner to prevent construction of miles of little used new freeway. Ultimately make I-10 4 lanes from Twin Peak to the 101.	C	Favorable	32.4615431	-111.2904739	South	
6/1/2017	Environmental Natural	This area is a unique natural environment that should definitely not be subjected to the development that comes with an interstate. I live in Tucson and use this area regularly for outdoor recreation. An interstate in this area will significantly decrease my enjoyment of living in southern Arizona, and will make it less likely that I prioritize staying in AZ for my career or encouraging other professionals to relocate here.	C	Unfavorable	31.8116455	-111.1541748	South	85719
6/1/2017	Corridor Alternatives	Having this segment not go through downtown Tucson would alleviate potential future congestion issues.	C	Favorable	32.1286429	-111.2164022	South	85226
6/1/2017	Environmental Natural	We own a house in this area where we will be living after my husband retires. I thinks it's ridiculous to build a huge highway so close to the Mountain Park and Saguaro National Monument West. Option B already has infrastructure in place and it makes a lot more sense to just follow that path. Option C would be devastating to this spectacular desert environment.	C	Unfavorable	32.2441671	-111.2300491	South	
6/1/2017		This option of building a new highway through the Avra Valley area would be detrimental to the wildlife in the area, to the people who have chosen to live in this area to be away from city traffic, and in would be far more expensive to build a New highway than it would to widen the existing I10.	C	Unfavorable	31.7818822	-111.126709	South	85743
6/1/2017	Environmental Natural	Option C (and D to a slightly lesser degree) would impact Saguaro National Park, Tucson Mountain Park and most of all the very important wildlife corridor between the Tucson Mountains and the Watermans and the Catalinas. Most of our large, iconic wildlife species rely on large territories and migrate between mountain ranges. The genetic health of populations depends on exchange between those ranges. Especially during times of drought or changing climate, populations need to be able to migrate.	C	Unfavorable	32.3158617	-111.2513351	South	85743



Corridor-specific comments submitted through the online comment tool								
Date Submitted	Topic	Raw Text	Segment ID	Segment Opinion	Latitude	Longitude	Region	Zip Code
6/1/2017	Environmental Natural	This unnecessary new freeway would divide wildlife populations that God made continuous.	C	Unfavorable	32.3609683	-111.2573433	South	85743
6/1/2017	Environmental Social and Economics	This would be a freeway too close to Saguaro National Park West, Ironwood National Monument, and the Desert Museum.... which, aside from being beautiful places, are economically valuable tourist attractions	C	Unfavorable	32.2345842	-111.2207794	South	85743
6/1/2017	Safety and Security	We don't need another importation path for drugs and illegal immigrants. The Border Patrol and INS are having enough trouble with the ones we already have.	C	Unfavorable	32.3521228	-111.2533951	South	85743
6/2/2017	Corridor Alternatives	I strongly opposed Corridor Alternatives C & D. These new interstates will not stand alone; it is well established that new highways bring new roads, infrastructure and traffic. It will have a strongly negative effect on the extremely beautiful and ecologically important environmental resources of Avra Valley. I believe Tucsonans and other inhabitants of Southern Arizona deserve protected wild spaces, dark skies and healthy wildlife to enjoy and live among - this highway will damage these.	C	Unfavorable	32.472695	-111.289444	South	85004
6/2/2017	Corridor Alternatives	I do not favor this alternative because it runs right next to my home. I chose to live here 30 years ago because there was no pollution, congestion, or noise. I enjoy living next to a National Park and not next to a heavily-used interstate highway. I further do not favor this option because it is totally unnecessary.	C	Unfavorable	32.2635331	-111.2403969	South	85004
6/2/2017	Corridor Alternatives	This seems to bypass the City of Tucson - an economic development hub.	C	Unfavorable	32.5057083	-111.2901306	South	85004
6/2/2017	Environmental Natural	I do not favor corridor option C, because it forms a barrier between Saguaro National Park West & the Ironwood national monument. Many animals move between the two areas. It would also compromise the Sierrita mountains	C	Unfavorable	32.2732001	-111.244812	South	85735
6/2/2017	Corridor Alternatives	Refer to letter May 8 and email 6/1 for clear reasoning about returning to I-10 for the I-11 route. The pinch point is not wide enough for all that ADOT and developers have in mind. Avra Valley is already a unique natural habitat vital to Tucson's tourism and it's cultural diversity and environmental health for wildlife, is already protected, has water challenges, see Sandario Water Co. People visit and live here for the raw beauty and the empty space. □	C	Unfavorable	32.2424248	-111.2310791	South	85743
6/2/2017	Corridor Alternatives	Stick with current infrastructure by improving it for future needs. Absolutley not necessary to route this through Avra Valley. As a frequent traveler to Phoenix on business I have utilized the Phx bypass route, it is a joke, there is never any traffic on it, 99% I want to go through Phx anyway, same is true with Tucson, local businesses need traffic going by them not routed away from them	C	Unfavorable	32.3213743	-111.2540817	South	85743
6/2/2017	Environmental Natural	Corridor C will severely impact the esthetic and recreational quality of Saguaro National Park West and Tucson Mountain Park, two of the most important natural areas in southern Arizona (and destinations for me on my frequent travels to spend time there). I-10 has already created obstacles to wildlife migration, one of the factors in the population loss of bighorn sheep in the Santa Catalina Mountains. A second massive transportation corridor is a bad idea.	C	Unfavorable	32.084029	-111.2194061	South	22932
6/2/2017	Environmental Natural	Option C appears to have the potential to destroy or affect populations of the formerly endangered Tumamoc globeberry which I discovered in 1983-1984 along the Tucson CAP route. The Bureau of Reclamation established permanent preserves to avoid a jeopardy opinion. Any federal activity adversely affecting those preserves should prompt re-evaluation of the delisting and possible Fish & Wildlife consultation in the future. Avoid this scenario and avoid the Avra Valley route altogether.	C	Unfavorable	32.2575234	-111.2379456	South	85258
6/2/2017	Environmental Natural	I am writing in opposition to option "C". This path through the Avra Valley would necessarily parallel the western boundry of the BLM Wildlife Mitigation Corridor, which was established to ensure free passage of wildlife between the Tucson Mountains and areas to the west. Because of the CAP canal, this is one of the few remaining areas where such migration can occur. A freeway here would have severe negative impact on wildlife, and the tourist economy of the area..	C	Unfavorable	32.2036216	-111.2148057	South	85743



Corridor-specific comments submitted through the online comment tool								
Date Submitted	Topic	Raw Text	Segment ID	Segment Opinion	Latitude	Longitude	Region	Zip Code
6/2/2017	Environmental Natural	I oppose option "C" because of numerous adverse environmental effects including: proximity to western border of the CAP Mitigation Corridor will harm natural migration patterns. Natural drainage in Avra valley will be harmed. Cultural, archeological and natural resources will be harmed in an area of national parks, monuments and other tourist attractions.	C	Unfavorable	32.2650718	-111.2444687	South	85743
6/2/2017	Corridor Alternatives	This corridor is not a good choice. The terrain you are crossing (from Amado to the Tohono O'Odham reservation is full of deep canyons as you approach the Sierrita Mountains. It also crosses the private property of at least one ranch, a large mining complex, and several homeowners. All of whom are unlikely to be willing sellers. This option looks expensive and contentious.	C	Unfavorable	31.8760999	-111.1768341	South	85629
6/2/2017	Corridor Alternatives	The U.S. Forest Service, Coronado National Forest, does not support Corridor Option C based on its proximity to sensitive environmental resources, including wildlife corridors, located in and around Saguaro National Park.	C	Unfavorable	32.3767141	-111.2667848	South	85701
6/2/2017	Environmental Natural	We don't need a bypass corridor built right next to an existing Interstate corridor. Improve or widen what already exists (I-19 and I-10), don't destroy natural lands to save a few minutes of travel time. Tucson isn't that congested nor does this path save much time.	C	Unfavorable	32.248813	-111.2338257	South	85719
4/30/2017	Environmental Natural	C & D would halt wildlife movement between the Tucson Mountains and Ironwood National Monument and damage either tribal lands or BOR mitigation lands. How can you mitigate destroying lands that are preserved as mitigation from another project? It is equally inappropriate to encroach on tribal lands. The cost is too great to our rural quality of life, the health of Saguaro NP and its wildlife, and our investment in wildlife corridors in Avra Valley through mitigation & crossings in the CAP canal.	D	Unfavorable	32.2369074	-111.2293625	South	85742
5/2/2017	Corridor Alternatives	I do not favor option "D" through the Avra Valley. This valley is home to a rich mosaic of biologically-important lands, including a national park and a national monument on either side. The proposed Interstate 11 in southern Arizona should use the existing Interstate 10 corridor, if there is a documented need for expanded capacity, making improvements to the existing Interstate 10 corridor is the best alternative to manage increased traffic volumes in southern Arizona.	D	Unfavorable	32.166313	-111.2255859	South	85641
5/2/2017	Environmental Natural	I do not favor this option because it places the freeway through the Avra valley- a prestine Sonoran desert habitat- and will spur leapfrog development.	D	Unfavorable	32.2762093	-111.2695943	South	85719
5/2/2017	Environmental Natural	Please, lets not put new roads through natural habitat. Destruction of this habitat will destroy natural corridors that wildlife use to travel between mountain ranges. It will cut through areas where populations of wildlife travel to find food, shelter and mates. The noise pollution will have a negative effect on wildlife not only on wildlife, but people living in Avra Valley and Marana, not to mention the popular tourist attractions, the Arizona Sonora Desert Museum and Old Tucson Studios.	D	Unfavorable	32.3091881	-111.3189697	South	85712
5/3/2017	Environmental Social and Economics	This is my backyard, chosen for the desert beauty and country atmosphere so close to a city. This is the aquifer for Tucson and the surrounding area. This is adjacent to Tucson Mt. Park, Saguaro National Park West, and Ironwood National Monument and the internationally know Arizona Sonora Desert Museum. There is a healthy herd of native big horn sheep in the Waterman Mts. and a sheep has been spotted in the Tucson Mts. Could it have made it across a major transportation corridor?	D	Unfavorable	32.0933475	-111.2598551	South	85735
5/3/2017	Corridor Alternatives	I strongly oppose this corridor option as it would be very disruptive to the Avra Valley region with its natural areas, public lands, native American sites and rural property owners.	D	Unfavorable	31.9871123	-111.2200928	South	85716
5/3/2017	Corridor Alternatives	I-10 should be expanded when and if demand arises. I-11 through Avra Valley is a colossal waste of money for a trivial (and unlikely) savings in time for truck shipping. There is no guarantee that NAFTA will survive the year or that gasoline prices will remain low enough to makes trucks a better alternative to rail.	D	Unfavorable	32.382281	-111.3004303	South	85745
5/4/2017	Environmental Natural	This option is only slightly less unacceptable than Option C, for pretty much the same reasons. While Option C would effectively destroy Saguaro National Park West and everything associated with it, Option D would merely ruin it. It is simply unimaginable that a National Park and all its natural and cultural resources could remain stable with a congested Interstate running alongside it. Once impacted in this manner, the Park and the area around it are lost for centuries if not forever.	D	Unfavorable	32.2940168	-111.2916962	South	85004



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Date Submitted	Topic	Raw Text	Segment ID	Segment Opinion	Latitude	Longitude	Region	Zip Code
5/4/2017	Environmental Social and Economics	Preferred alignment segment in this area.	D	Favorable	31.9517253	-111.1026764	South	
5/4/2017	Environmental Natural	I strongly dislike this option because of its proximity to Saguaro National Park, Tucson Mountain Park, the Arizona-Sonora Desert Museum, and the probability that it would cause issues for wildlife that need to be able to roam to and from various mountain ranges and areas for habitat.	D	Unfavorable	32.2575234	-111.2503052	South	85718
5/4/2017	Corridor Alternatives	Given the choice is between D and C in this section I prefer D because it avoids the Picture Rock area.	D	Favorable	32.3431314	-111.3261795	South	85653
5/4/2017	Corridor Alternatives	I suggest D corridor divert to run along corridor C from Avra Valley road to C end point (circle) marked further north. The C route is preferable in this section since the area is open land.	D	Favorable	32.4022842	-111.298027	South	85653
5/4/2017	Environmental Natural	I am opposing this option because it will displace wildlife and disrupt an extremely important ecological corridor as well as causing light pollution disabling Kitt Peak Observatory's usage.	D	Unfavorable	32.2685554	-111.2623215	South	85653
5/5/2017	Environmental Natural	I do NOT favor this option due to the damage to the animal migration patterns from the Tucson Mountains to the West, the disturbance of numerous archeological sites and impact to water flows. This beautiful area must be preserved for future generations. Arizona is special in so many ways and its ecology is unique and should be considered a treasure to be cherished.	D	Unfavorable	32.2705875	-111.2647247	South	85743
5/6/2017	Environmental Natural	I am not in favor of routing an interstate west of Tucson through the Avra Valley area. The negative impact on the natural environment would be significant and far-reaching. Simply building the road would be devastating to wildlife and the way of life of residents, but since roads always spur more development, it would compound quickly over the years.	D	Unfavorable	32.1756125	-111.2228394	South	85716
5/6/2017	Corridor Alternatives	I do not favor this option because it would place a major Interstate directly between Ironwood National Monument (and through part of it) and Saguaro National Park/Tucson Mountain Park/Arizona-Sonora Desert Museum. Not only that, but the highway would have a devastating impact on local wildlife by fragmenting otherwise connected populations of big mammals, reptiles, etc. You should strongly consider route B, which improves the already existing Interstate 10 and 19.	D	Unfavorable	31.9495404	-111.1153793	South	92120
5/7/2017	Corridor Alternatives	I do not agree with this route. This would route the highway through a national park, national monument, and (as if that isn't already BAD ENOUGH) hasn't clearly not been thought through well enough so that this change would benefit the population currently living in the area. This community needs a positive, sustainable economic plan which a highway cannot provide.	D	Unfavorable	31.9507057	-111.1074829	South	92120
5/7/2017	Environmental Natural	I feel this option would increase pollution behind the parks, and increase non-local traffic with an increase in crime in the area.	D	Unfavorable	32.3263064	-111.3292694	South	85743
5/11/2017	Environmental Social and Economics	I prefer this option through Avra Valley but object to connecting to I-19 south of Green Valley	D	Favorable	32.2331321	-111.223526	South	
5/11/2017	Environmental Natural	This is a horrible place to put a highway, directly next to the Saguaro National Park and Tucson Mountain Park. The noise, pollution, development and congestion that this would create would destroy the Avra Valley. No superhighways!	D	Unfavorable	32.264346	-111.257515	South	85374



Corridor-specific comments submitted through the online comment tool								
Date Submitted	Topic	Raw Text	Segment ID	Segment Opinion	Latitude	Longitude	Region	Zip Code
5/12/2017	Environmental Natural	I do not favor this option because it veers too close to Saguaro National Park, Tucson Mountain Park, and Ironwood National Monument and it cuts through a valuable wildlife corridor.	D	Unfavorable	32.2663724	-111.2581054	South	85004
5/12/2017	Corridor Alternatives	This option, at least, will be out in vacant farm land and almost no housing developments out there. No saguaros, very little wildlife compared to the other option thru avra valley. The CAP was bad enough, the road damage it left is terrible.	D	Unfavorable	32.3231151	-111.3237762	South	85743
5/13/2017	Environmental Social and Economics	This is not favorable for Santa Cruz County. We need to be able to move traffic along in a natural flow and direction. This option is a hard right angle and less natural. This will not serve our community nor will it not help spur our local economy which is produce and the commercial transport of it. We need this infrastructure sooner closer to the border	D	Unfavorable	31.9373274	-111.0510019	South	85648
5/15/2017	Congestion	A giant freeway through our tiny quiet community and saguaro national park? Sociological and environmental disaster! The increased road traffic and concomitant pollution and environmental degradation required to build this would be a catastrophe imo. Perhaps if it ran closer to the middle of Avra Valley near the CAP area? Maybe. I think it would also kill most of the tourist visits to Saguaro Park West cost more to Tucson and Pima County and Arizona than is warranted.	D	Unfavorable	32.1779372	-111.2228394	South	85743
5/15/2017	Other	Can you give us a Map that shows the potential egress/access for this highway system???	D	Favorable	32.3243168	-111.3260913	South	85653
5/16/2017	Corridor Alternatives	This is an unfavorable alternative because, like Alternative C, it runs too close to Saguaro National Park and will bring noise, pollution, congestion and unsightliness to an area that attracts many visitors because of its calm serenity and its natural beauty. Like Alternative C, it would cut through natural wildlife corridors and potentially negatively impact cultural resources as well.	D	Unfavorable	32.2649558	-111.2570344	South	85004
5/16/2017	Environmental Natural	I oppose this option because it would have a major detrimental effect on the wildlife corridor between the Tucson Mountains (including the Saguaro National Park) and the Ironwood Forest National Monument. It would bisect the Avra Valley, and promote development there that would seriously impair the natural values of this area. These natural values are a major asset that contribute to the quality of life, to recreation, tourism and the economy. They should not be impaired by a freeway.	D	Unfavorable	32.1500365	-111.2303925	South	85745
5/17/2017	Environmental Natural	I do not favor option D. It would severely alter the ecosystem in Avra Valley and pass all too close to Tucson Mountain Park and Saguara NP West. Also, the inhabitants of Avra Valley probably live there to escape the impacts of a four-lane, high-speed road, and I see no good reason to disrupt their lifestyle.	D	Unfavorable	32.1825865	-111.2200928	South	85719
5/18/2017	Environmental Social and Economics	I do not favor this option because it would destroy 2 of Tucson's biggest tourist destinations, the Arizona-Sonora Desert Museum and Saguaro National Park West. The views would be ruined, it would add noise and pollution to clean areas. This route is not good for anyone but Chuck Huckelberry and Mr. Diamond. Please don't do this just to please them. It would also be a longer route and cost taxpayers more, in all it is just a bad idea.	D	Unfavorable	32.417646	-111.2983704	South	85653
5/18/2017	Environmental Social and Economics	I do not favor this option because it goes through wildlife habitats and runs through a place that is wide open and beautiful at this time. Please leave the peaceful area alone. Adding to the existing I-10 is cheaper and easier, it makes no sense to go this way. This route would DESTROY 2 wonderful tourism destinations, the Arizona-Sonora Desert Museum and Saguaro National Park West and that in turn would DESTROY jobs for many people. This route is set up to please special interests only. :(	D	Unfavorable	32.3561831	-111.3189697	South	85653
5/18/2017	Environmental Social and Economics	I do not favor this option because it will RUIN jobs and endanger wildlife. Jobs will be destroyed and tourism, which is very important to Tucson, will be damaged because the Arizona-Sonora Desert Museum and Saguaro National Park West will both have obstructed views and noise and pollution. Tourists come for the views, and an interstate will definitely be UGLY in those views. For many species of animals, this is their Eastern boundary, and the vehicles will kill them off by running them over.	D	Unfavorable	32.0645375	-111.2599182	South	85653
5/18/2017	Public Process	I do not favor this route because this particular part of the route is just for Mr. Diamond of Diamond Bell Ranch properties. If he wants a road, let him use some of his own money to improve his property. Chuck Huckelberry must be getting paid in some way for this. This is completely disgusting, and I can't believe tax payers could be treated this way to please the special interests of C.H. and Mr. D. Please have this part of I-11 be part of the existing I-10. Save the environment and the tax \$.	D	Unfavorable	31.9632312	-111.1514282	South	85653



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Date Submitted	Topic	Raw Text	Segment ID	Segment Opinion	Latitude	Longitude	Region	Zip Code
5/18/2017	Environmental Natural	Completely unnecessary, just fix the roads that we have an leave this pristine desert alone.	D	Unfavorable	32.1163118	-111.2327957	South	85745
5/18/2017	Other	I do not favor this option because it will displace wildlife and disrupt an extremely important ecological corridor as well as cause light pollution disabling Kitt Peak Observatory's usage. This would also destroy some of the best cycling in the Tucson area. It would run alongside the Tucson Mountains, the Desert Museum and Saguaro National Park replacing Kinney Rd with a highway. These threats are simply unacceptable.	D	Unfavorable	32.3103488	-111.3134766	South	85716
5/19/2017	Environmental Natural	I am not in favor of this option because it represents a serious threat to our local environment and quality of life. Noise, air, water, and light pollution would be increased. Wildlife corridors would be destroyed. The recreational and natural value of important public land and other Tourism areas would be severely diminished (Ironwood Forest, Saguaro National Park, Arizona Sonora Desert Museum, Tucson Mountain Park, etc). Traffic would increase the spread of noxious invasive plants.	D	Unfavorable	32.3660432	-111.3079834	South	85004
5/20/2017	Corridor Alternatives	I do not think a separate north-south corridor makes sense economically ( we have just spent many millions improving the I-10 corridor) or environmentally (hydrographically, the water table in the Avra Valley, which is what Tucson draws from, can be drastically disturbed). There are other environmental issues concerning the disruption of free passage of Sonoran Desert fauna and disturbance of two national forests--the Ironwood and Saguaro West.	D	Unfavorable	32.0004486	-111.2272595	South	85745
5/20/2017	Environmental Natural	I frequently visit friend in this area. The development of this new road, because of noise, traffic and and the road itself would dramatically diminish the aesthetic appeal and property values of the neighborhoods that exist there now.	D	Unfavorable	31.9555944	-111.1302772	South	85749
5/20/2017	Environmental Natural	This options runs through absolutely printing natural area. There is no reason to further destroy natural habitat.	D	Unfavorable	32.1764267	-111.2241749	South	85745
5/21/2017	Environmental Natural	This area is home to many species of wildlife that would just disappear if an interstate is built here.This project would negatively impact places that are dedicated to the preservation of the natural ecology for future generations like Saguaro National Park, Ironwood National Forest, and The Arizona-Sonora Desert Museum. It is a terrible idea to destroy a beautiful area like this for the financial gains of Chuck Huckelberry and his associates who do not live in the area that would be affected.	D	Unfavorable	32.3674931	-111.3066101	South	85653
5/22/2017	Corridor Alternatives	I do not favor this option for pretty much the same reasons I don't favor Option C. Like Option C, it would bring and great deal of completely unnecessary air and noise pollution, wildlife disruption, and unsightly congestion to an otherwise lovely serene area and would hugely hurt the Saguaro National Park, Tucson Mountain Park and AZ-Sonora Desert Museum.	D	Unfavorable	32.2595558	-111.2517814	South	85743
5/22/2017	Congestion	First of all I live out there and am not happy with any idea. But, we need a freeway. I think option D is better as it puts the freeway a little farther away from the most densely populated area. Also, it keeps the traffic off of Sandario which would be a good idea because of the monument traffic.  This option still allows people to enjoy the monument access.	D	Favorable	32.3223153	-111.3285356	South	85743
5/22/2017	Corridor Alternatives	I do not favor this option because it goes through the Avra Valley, which is now an almost pristine area without the kinds of infrastructure required to follow a major interstate route. We need the connectivity between the Tucson Mountains, to the east of this area, and the mountainous areas to the west of this area, to protect biodiversity. This route would also take business away from exisitng businesses along the I10 corridor, which is harmful to current resident owners and employees.	D	Unfavorable	32.1756125	-111.2228394	South	85745
5/22/2017	Environmental Natural	I oppose Option D because it will affect sensitive, and biologically diverse areas near Saguaro National Park and Ironwood Forest national Monument.	D	Unfavorable	32.4326627	-111.2975479	South	85719
5/23/2017	Environmental Natural	My concerns with C and D are that they are replicating what is already here in Tucson via I-10 (and in some cases causing a longer route). By implementing either option [C or D], there will be a negative impact on the reservation, federal parks, and the local wildlife. There will be a degradatiion to the park with construction and pollution, and animals will not be able to migrate as freely on the land in between I-10 and I-11.	D	Unfavorable	32.1639879	-111.2228394	South	85742



Corridor-specific comments submitted through the online comment tool								
Date Submitted	Topic	Raw Text	Segment ID	Segment Opinion	Latitude	Longitude	Region	Zip Code
5/23/2017	Environmental Natural	I do not favor this option because: 1) it runs too close to my residence 2) it runs too close to the Saguaro National Park and Tucson Mountain Park and it cuts through at least one wildlife corridor. 3) it will ruin Avra Valley by bringing noise, light, and air pollution to an otherwise serene and relatively undisturbed area. 4) it's totally unnecessary	D	Unfavorable	32.26902	-111.2601926	South	85743
5/23/2017	Other	This is sacred land to the Tohono O'Odham nation. The jobs this project would create, and the small and questionable time savings the new highway might generate are not worth the desecration of this land.	D	Unfavorable	32.0130785	-111.2411698	South	85745
5/23/2017	Environmental Natural	I am very concerned that the 280-mile interstate highway section from Nogales to Wickenburg will cause severe and irreparable impacts to wildlife connectivity between the Tucson Mountains/Saguaro National Park - West and the Silverbell Mountains/Ironwood Forest National Monument. I live, hike, bike and trail run in the Tucson Mountains and Saguaro National Park West. I am intimately familiar with these mountains and I can say first hand that the impact would be severe. This is a bad idea.	D	Unfavorable	32.1732877	-111.2283325	South	85745
5/25/2017	Corridor Alternatives	If you have to choose between C and D corridors through Avra Valley/ Picture Rocks, the further West the better! Flatter landscape, less settled, fewer environmental showpieces like Arizona Sonora Desert Museum to be displaced. Construction and noise levels would be decreased to people and animals living in this area. Thank you.	D	Favorable	32.340635	-111.3254718	South	
5/25/2017	Environmental Natural	I am opposed to ruining the natural environment of this pristine and beautiful valley by putting in a freeway when there is a more economically, ecologically, and socially feasible option by double decking I-10.	D	Unfavorable	32.166313	-111.2310791	South	85743
5/25/2017	Environmental Natural	I oppose corridor D because the environmental, historic, archeological, and urban sprawl impacts could not be adequately mitigated	D	Unfavorable	32.1709628	-111.2228394	South	85308
5/25/2017	Corridor Alternatives	If you cannot double deck i10 then at least stick it out in the flat fields where there is less population, less wildlife and the natural desert has already been killed off by the farmers.	D	Neutral	32.3376201	-111.3278961	South	85743
5/25/2017	Environmental Natural	I am opposed to corridor options C and D because they pass through an area that is very rural, and the corridor would feed sprawl and destroy the natural area. In general I am opposed to the freeway, but if it must be built, please us area already developed.	D	Unfavorable	32.1709628	-111.2255859	South	85716
5/25/2017	Environmental Natural	I do not favor this option because there are too many natural resources that will be disrupted should a route here be built, Ironwood National Monument, Tucson Mountain Park, Saguaro National Park, Indian Reservation, wildlife that call this area home, hawks, great horned owls, deer, javelina, the list goes on and on. Improve existing Interstates to accommodate add'l traffic volume over the years.	D	Unfavorable	32.1721253	-111.223526	South	85743
5/26/2017	Corridor Alternatives	NO!	D	Unfavorable	32.1116591	-111.2379456	South	61265
5/26/2017	Corridor Alternatives	I do NOT favor or want Option D for the I-11 corridor! This option would increase commercialization, other development and traffic in this area. Horrible. Not to mention the devastating environmental impact. No to Option D!	D	Unfavorable	32.1709628	-111.2255859	South	85743
5/26/2017	Other	I am against any plan to create I-11 west of the Tucson Mountains, i.e. through Avra Valley. It would be bad economics for Tucson, as in bypassing the city it would reverse the gradual renewal of the urban core that has improved public safety and profitability in Tucson over the past 15 years. A bypass would divert commerce away from the city; instead we need to keep money flowing in and through the urban core, no matter the short-term growing pains that may be felt.	D	Unfavorable	32.2700069	-111.2619781	South	85719



Corridor-specific comments submitted through the online comment tool								
Date Submitted	Topic	Raw Text	Segment ID	Segment Opinion	Latitude	Longitude	Region	Zip Code
5/27/2017	Environmental Social and Economics	We recently moved here intentionally paying more for are home well over the marana area in corridor D due to a very high rate of drugs,crime and trash etc etc plus the land here has so much more to offer. Its so quiet here at night you can here 100s of owels almost every night it really get the dogs barking at times but during the day its drop dead quiet. this i11 would destroy the whole west side of the tucson monument with its echo bouncing of the tucson mountains. Please save Picture Rocks	D	Favorable	32.3313832	-111.3275528	South	85743
5/27/2017	Environmental Economics	All Maranas towns drug lords, cooks, drunks, and super hard core trailer trash live ironically along most of this D corridor as the homes and land out there are dirt cheap because of these low class type so yes definitely this i11 should be dropped on top of them and not us Picture Rocks hard working with many retirees. this i11 might help the town of marana plus might give hope to the good people that are broke and down on there luck.	D	Favorable	32.4189502	-111.2997437	South	85743
5/27/2017	Other	Disapprove	D	Unfavorable	32.1774409	-111.2216666	South	85747
5/28/2017	Environmental Social and Economics	For one thing your map makes it very difficult to identify where exactly D starts off from I-19. I live very close to Duval Mine Road west of I-19. Is D going to plough through my neighborhood, or anyone else's in Green Valley or Sahuarita? This impact is unacceptable just so Mexican goods can get to Nevada easier. We recently had to travel on I-40 between Flagstaff and Ash Fork. The potholes were so bad, everybody was swerving all over to miss them. Fix the roads before making new ones.	D	Unfavorable	31.9349736	-111.0072327	South	85614
5/30/2017	Environmental Social and Economics	I OPPOSE the I-11 corridor proposal through Avra Valley. This plan will end my home and take my property. NO TO THIS PLAN AND OF LOSS AND DEVASTATION TO CITIZENS' PROPERTIES  I SUPPORT FURTHER IMPROVEMENTS ON INTERSTATE 10, AN ESTABLISHED CORRIDOR.	D	Unfavorable	32.1453856	-111.2283325	South	
5/30/2017	Environmental Natural	This is no a good option at all. National park with a great deal of wildlife. Skies are clear during day and evening. This is a beautiful area that needs to be preserved for future generations. We moved to this area to be away from all the traffic and noise.	D	Unfavorable	32.1756125	-111.2228394	South	85743
5/31/2017	Corridor Alternatives	I do NOT favor this corridor option because it runs too close to Saguaro National Park, Tucson Mountain Park, and the Ironwood National Monument. It would bring noise, pollution, and congestion to an area that is known for having none of them now. It would negatively affect wildlife and tourism in the area as well, with no offsetting benefit.	D	Unfavorable	32.2472683	-111.2427521	South	85004
5/31/2017	Environmental Social and Economics	The landscape is a tactical approach our business uses to further international business as it allows for an incentive to have international customers come visit our headquarters and show them the surrounding area. The desert landscape and taking said customers to the Desert Museum through the National Monument, and viewing the stars on the Tucson Mountain Overlook is not only strong motivation to have them repeat their business trips to Tucson, but also foster them to send other business unit.	D	Unfavorable	32.2644912	-111.2588882	South	85743
5/31/2017	Environmental Natural	Running I-11 on either Plan C or D will cause increased light pollution, noise pollution, degradation of views from the monument, and disruption of lifestyle in the area. This would damage not only the beauty of the National Monument, and the town that I grew up in, but also the businesses of Tucson though reduction in marketability and sales.	D	Unfavorable	32.2572331	-111.2489319	South	85743
5/31/2017	Environmental Natural	I do not favor this alternative as it runs too close to the Saguaro monument and will harm the wildlife and pollute the Saguaro monument. Expand the existing I-10 corridor as an alternative.	D	Unfavorable	32.2691824	-111.2610351	South	85743
5/31/2017	Corridor Alternatives	Oppose, perfect example of why the public does not trust or have faith in our government. Terrible plan Corridor D & C will cut off wild life corridor, Saguaro National Park and Ironwood National Monument, noise pollution, light pollution. Taxing American citizens to build Mexico a freeway to Canada, shame on you. If absolutely necessary expand existing I-10.	D	Unfavorable	32.1825865	-111.2228394	South	85743
5/31/2017	Corridor Alternatives	We are vehemently opposed to any route for this interstate through Avra Valley. Adding major roads to the west of town would devastate the natural beauty of the area; however, adding roadways to the west would do nothing to manage the problems already present in Tucson. The city desperately needs additional capacity on existing thoroughfares to whisk traffic around town and off of I-10, alleviating the capacity concerns for that roadway. Build up in town, not out of town.	D	Unfavorable	32.1477285	-111.2296854	South	85658



Corridor-specific comments submitted through the online comment tool								
Date Submitted	Topic	Raw Text	Segment ID	Segment Opinion	Latitude	Longitude	Region	Zip Code
5/31/2017	Environmental Natural	I am an annual visitor to this area. This area is too close to the Saguaro National Monument to even consider going through this area. Many people have saguaros on their property and have protected this beautiful old cacti for years. They take hundreds of years to grow and blossom only a short time each year. Transplanting is not an option. The desert is such a delicate habitat which depends on humans to protect it. Please do not destroy it. Consider a route much farther away from this area.	D	Unfavorable	32.1671848	-111.2307358	South	98239
6/1/2017	Congestion	With an increase in lanes to I-19, this would be a favorable option. Because the landscape in this general area has been modified because of the mines, I think this would be better than splitting off of 19 in Rio Rico.	D	Favorable	31.9486665	-111.1047363	South	85004
6/1/2017	Corridor Alternatives	Corridor option D is highly undesirable as it resides too close to the Saguaro National Park and Tucson Mountain Park and will undoubtedly negatively impact the use and Sonoran desert experience in these areas that are treasured to Arizona and meant to be preserved into perpetuity.	D	Unfavorable	32.0290348	-111.2612915	South	85004
6/1/2017	Environmental Social and Economics	I do not favor this option because it strands all the existing infrastructure and businesses and resorts and hotels and restaurants currently along I-10 and to the east in Tucson. Remember when the interstates bypassed the US highways and towns died? We must not do that to Tucson. I-11 should be dual-signed and stay along I-10 and I-19 in the southern portion. That will also be cheaper. As the recent reconstruction of the Prince Rd interchange showed, 12 lanes can be run in the current corridor.	D	Unfavorable	32.1756125	-111.2228394	South	85004
6/1/2017	Corridor Alternatives	Do not divert to the west until the Tohono/Pascua reservation line. This allows a loop to the east, south of the Airport to connect at Rita or Houghton. It also allows far west valley (Avra and 3 points) faster safer access to town by unloading Ajo and Valencia.	D	Unfavorable	31.9368674	-111.0302353	South	
6/1/2017	Environmental Natural	This option will go through a natural area import to the residents of Tucson for recreation. It will also pose an environmental threat to the fauna and flora of the area.	D	Unfavorable	32.3701029	-111.3093567	South	
6/1/2017	Environmental Social and Economics	This area is a unique natural environment that should definitely not be subjected to the development that comes with an interstate. I live in Tucson and use this area regularly for outdoor recreation. An interstate in this area will significantly decrease my enjoyment of living in southern Arizona, and will make it less likely that I prioritize staying in AZ for my career or encouraging other professionals to relocate here.	D	Unfavorable	31.9585707	-111.1404419	South	85719
6/1/2017	Corridor Alternatives	I do not favor this option because it will destroy what we residents value the most: dark skies and the rural quality of life.	D	Unfavorable	32.4260504	-111.3018036	South	85743
6/1/2017	Corridor Alternatives	Why in God's name would a highway be constructed so far west away from any existing infrastructure? It makes no sense. Option B already has infrastructure in place and would be more financially feasible.	D	Unfavorable	32.2517166	-111.2451553	South	
6/1/2017	Environmental Natural	Do not place another freeway in such a quiet and beautiful area!	D	Unfavorable	32.1732877	-111.2200928	South	85716
6/2/2017	Corridor Alternatives	I do not favor this alternative for the same reason I do not favor Option C - it runs right past my home. I chose to live here so as not to live in a congested, noisy, polluted place. I would rather live next to a National Park than next to a heavily-trafficked interstate highway. (Wouldn't you?). Furthermore, both corridor alternatives C & D are unnecessary (as is I-11).	D	Unfavorable	32.2452821	-111.2411865	South	85004
6/2/2017	Environmental Social and Economics	The totality of our precious and holistic environment needs to be valued with much more consideration. Not enough to just say "No!!" to this scam identified as Interstate 11. The perverse concept needs to be disemboweled, eviscerated, cancelled before it comes to further fruition, scattered in separate locations far distant from one another~~so as to never congeal again, and then be quickly forgotten about.	D	Unfavorable	32.1570125	-111.2283325	South	



Corridor-specific comments submitted through the online comment tool								
Date Submitted	Topic	Raw Text	Segment ID	Segment Opinion	Latitude	Longitude	Region	Zip Code
6/2/2017	Environmental Natural	I do not favor corridor option D, because it forms a barrier between Saguaro National Park West & the Ironwood national monument. Many animals move between the two areas. It would also compromise the Sierrita mountains	D	Unfavorable	32.2540394	-111.2420654	South	85735
6/2/2017	Environmental Natural	Like Corridor C, Corridor D will severely impact the esthetic and recreational quality of Saguaro National Park West and Tucson Mountain Park, two of the most important natural areas in southern Arizona (and destinations for me on my frequent travels to spend time there). I-10 has already created obstacles to wildlife migration, one of the factors in the population loss of bighorn sheep in the Santa Catalina Mountains. Oppose both for same reason.	D	Unfavorable	32.2817631	-111.2763977	South	22932
6/2/2017	Environmental Social and Economics	I oppose option "D" through the Avra Valley. This is an important economic area for Tucson because of Saguaro National Park, Ironwood Monument, Tucson Mountain Park, and the Arizona-Sonora Desert Museum. Routing a freeway through this area would ruin the natural beauty that people come to see. Also, it would destroy long-established neighborhoods and infringe on the Tohono O'Odham reservation and the federal Wildlife Corridor.	D	Unfavorable	32.245198	-111.2375749	South	85743
6/2/2017	Corridor Alternatives	We do NOT support a corridor through this environmentally sensitive area. I am opposed to both C and D and any corridor that takes goes through the Sonoran Park. This is a tourist attraction and creating a corridor with the light, noise traffic will destroy the beauty and attraction, as well as the quality of life and animal habitat. I find it incredulous that it would even be considered. Are we so eager to cut our own throats? Please take these corridors off the table. Sincerely,	D	Unfavorable	32.1779372	-111.2228394	South	85736
6/2/2017	Corridor Alternatives	The U.S. Forest Service, Coronado National Forest, does not support Corridor Option D based on its proximity to sensitive environmental resources, including wildlife corridors, located in and around Saguaro National Park.	D	Unfavorable	32.1044471	-111.2459107	South	85701
6/2/2017	Environmental Natural	Bringing a busy roadway through this area would greatly affect the wildlife, plant life and tourism in our area. There are many species of wildlife that live in the Tucson Mountains and Sahuaro National Park West. Bringing a busy freeway this close is not practical (cost billions more than option G) and will greatly hurt the environment.	D	Unfavorable	32.1593377	-111.2283325	South	85743
6/2/2017	Environmental Natural	We don't need a bypass corridor built right next to an existing Interstate corridor. Improve or widen what already exists (I-19 and I-10), don't destroy natural lands to save a few minutes of travel time. Tucson isn't that congested nor does this path save much time.	D	Unfavorable	32.0825746	-111.2654114	South	85719
5/2/2017	Environmental Natural	I do not favor this option because it routes through the ironwood forest.	E	Neutral	32.5879018	-111.5954036	South	85719
5/3/2017	Corridor Alternatives	There is no justification for this segment of I-11, as the adjacent stretch of I-10 could serve a far greater traffic volume than it currently handles.	E	Unfavorable	32.7136442	-111.733017	South	85745
5/5/2017	Corridor Alternatives	Look at google earth and measure the distance of existing north-south highways in the western United States. Do you see any that are placed so close together? Of course not - it makes no sense. If you build a new highway so close to an existing route, Arizona will be the next laughing stock of government waste: the new face of the "bridge to nowhere." I measured them on google earth - none are within 5-20 km of each other as I-11 would be to existing I-10. This plan is wasteful and irrational.	E	Unfavorable	32.7179771	-111.7385101	South	85743
5/17/2017	Corridor Alternatives	I do not favor option E. I-10 will probably suffice to handle the additional truck traffic from the Mexico-to-Canada proposal. If not, steps can be taken then to accommodate it. The expense and disruptive impact of option E on the proposed corridor for that option are not justified at this point.	E	Unfavorable	32.6717489	-111.6499329	South	85719
5/21/2017	Environmental Natural	This area is home to many species of wildlife that would just disappear if an interstate is built here.This project would negatively impact places that are dedicated to the preservation of the natural ecology for future generations like Saguaro National Park, Ironwood National Forest, and The Arizona-Sonora Desert Museum. It is a terrible idea to destroy a beautiful area like this for the financial gains of Chuck Huckelberry and his associates who do not live in the area that would be affected.	E	Unfavorable	32.7194213	-111.7364502	South	85653



Corridor-specific comments submitted through the online comment tool								
Date Submitted	Topic	Raw Text	Segment ID	Segment Opinion	Latitude	Longitude	Region	Zip Code
5/26/2017	Corridor Alternatives	This option essentially duplicates I-10, causing unnecessary environmental damage and wasting hundreds of millions of tax dollars that could be better spent.	E	Unfavorable	32.5884778	-111.5881348	South	85713
5/26/2017		Terrible for the environment, the air we breathe (Most of the winds come from the west), the destruction of plants and natural habitat. Not justified by the traffic on the I 10 which much better since all the existing improvements Negative economic benefit with this option pure waste of tax payer money (See general comment).	E	Unfavorable	32.5858743	-111.5105438	South	85743
5/31/2017	Corridor Alternatives	Terrible idea, who dreams up bad options? Use or expand or parallel existing I-10, less expensive and far less environmental damage. Corridor E is another route for illegal drugs, how is homeland security / boarder patrol / DEA with limited resources going to protect America from illegal drugs by adding another highway?	E	Unfavorable	32.5861636	-111.5084839	South	85743
5/31/2017	Corridor Alternatives	Don't create a new, expensive pathway here. Go further down and connect to the I-10. It has been in need of improvements anyway and is still going to be used heavily between Tucson & Phoenix.	E	Unfavorable	32.7778764	-111.7436052	South	85373
6/1/2017	Corridor Alternatives	Straight and direct is preferable to winding and bendy.	E	Unfavorable	32.5988909	-111.6286469	South	85226
6/2/2017	Corridor Alternatives	This seems like an indirect (and thus inefficient) option.	E	Unfavorable	32.5983124	-111.6320801	South	85004
6/2/2017	Environmental Natural	I do not favor option E because it connects to C & D. C & D violate too much Pima county open space. Option E should connect to B or G.	E	Unfavorable	32.7133554	-111.7337036	South	85735
4/29/2017	Environmental Natural	Unnecessary to create new route through the desert. Utilize the I10 corridor instead.	F	Unfavorable	32.7641814	-111.7254639	South	
5/2/2017	Environmental Natural	I do not favor this option because it routes through prestine desert.	F	Unfavorable	32.7622499	-111.7181712	South	85719
5/3/2017	Corridor Alternatives	There is no justification for this segment of I-11, as the adjacent stretch of I-10 could serve a far greater traffic volume than it currently handles.	F	Unfavorable	32.7633153	-111.7220306	South	85745
5/4/2017	Corridor Alternatives	F is preferable to C in this section. C returns to I10 too soon	F	Favorable	32.4776188	-111.3378525	South	85653
5/4/2017	Corridor Alternatives	F preferable to E - it is more direct.	F	Favorable	32.5974447	-111.5386963	South	85653



Corridor-specific comments submitted through the online comment tool								
Date Submitted	Topic	Raw Text	Segment ID	Segment Opinion	Latitude	Longitude	Region	Zip Code
5/8/2017	Corridor Alternatives	I had my home built out here to enjoy the peace and quiet ten years ago along with 77 other homes that were built the same time. I have asthma and need clean air to breath. I can't find that in the city. This route will be seen and heard from my back door. Wildlife will suffer as well. Neither of us want to be breathing diesel fuel. No one who lives out here is for this route through Manville Rd. There is a cheaper route that would make more sense along I-10.	F	Unfavorable	32.5769062	-111.5084839	South	85653
5/9/2017	Environmental Natural	Keep the freeway out of Avra Valley!!!!	F	Unfavorable	32.581535	-111.5194702	South	85743
5/11/2017	Environmental Social and Economics	This option does not provide any land use opportunity along its route.	F	Unfavorable	32.611038	-111.5606689	South	
5/18/2017	Environmental Social and Economics	I do not favor this option because it would ruin peaceful communities in the name of special interests (Chuck Huckelberry and Mr. Diamond of Diamond Bell ranch property would be the only ones happy). There is no reason to destroy our peaceful way of living. This would also destroy views from the Arizona-Sonora Desert Museum and Saguaro National Park West, both of which bring tourism to Tucson. We would ruin jobs by ruining our tourism destinations. This would not bring jobs to anyone but Mexico.	F	Unfavorable	32.7647588	-111.7282104	South	85653
5/18/2017	Environmental Natural	I do not favor this option because it is basically pointless and will ruin the environment by dispersing pollution (noise, visual, tire debris, and litter). It would be cheaper and have less negative impact on the environment to follow the existing I-10 and I-8 corridors. Please don't add more interstates when it would be better for everyone to improve what is existing.	F	Unfavorable	32.8268076	-111.7913818	Central	85653
5/18/2017	Environmental Natural	I do not favor this option because it would be environmentally destructive. Please don't ruin open spaces in the name of special interests (Chuck Huckelberry and Mr. Diamond of Diamond Bell Ranch properties). They are the only ones who want these alternative routes. The people who live here want peaceful living, not Walmarts and gas stations all over the place.	F	Unfavorable	32.4718261	-111.3327026	South	85653
5/21/2017	Environmental Natural	This area is home to many species of wildlife that would just disappear if an interstate is built here.This project would negatively impact places that are dedicated to the preservation of the natural ecology for future generations like Saguaro National Park, Ironwood National Forest, and The Arizona-Sonora Desert Museum. It is a terrible idea to destroy a beautiful area like this for the financial gains of Chuck Huckelberry and his associates who do not live in the area that would be affected.	F	Unfavorable	32.7153774	-111.6863251	South	85653
5/24/2017	Corridor Alternatives	I favor this option as it create ease in using other existing routes.	F	Favorable	32.8285386	-111.8068314	Central	85603
5/24/2017	Corridor Alternatives	I'm in favor of option F as a route only where it already exists as an interstate highway. This section to which I'm referring is the section of I-10 near the beginning of I-8.	F	Favorable	32.8291301	-111.796875	Central	85603
5/25/2017	Corridor Alternatives	I strongly oppose this option and favor modifying existing I-10 more suitable for the purpose. It will save financial and environmental resources and preserve what is the most important about this unique location -- environment, while accomplishing the economic development of the region. But in the smart way instead of making it the wasteland of redundant interstate corridors.	F	Unfavorable	32.5722772	-111.5029907	South	85743
5/25/2017	Environmental Natural	I am opposed to corridor options E and F because they pass through an area that is very rural, and the corridor would feed sprawl and destroy the natural area. In general I am opposed to the freeway, but if it must be built, please us area already developed.	F	Unfavorable	32.5838493	-111.5057373	South	85716
5/26/2017	Corridor Alternatives	All this crap up here is a "NO". Leave Avra Valley alone.	F	Unfavorable	32.4999174	-111.3464355	South	61265



Corridor-specific comments submitted through the online comment tool								
Date Submitted	Topic	Raw Text	Segment ID	Segment Opinion	Latitude	Longitude	Region	Zip Code
5/26/2017	Corridor Alternatives	No construction in Avra Valley!	F	Unfavorable	32.5925275	-111.5249634	South	61265
5/26/2017	Environmental Economics	Terrible for the environment, the air we breathe (Most of the winds come from the west), the destruction of plants and natural habitat. Not justified by the traffic on the I 10 which much better since all the existing improvements Minimal to negative economic benefit with this option See general comment).	F	Unfavorable	32.4553147	-111.3062668	South	85743
5/26/2017	Environmental Social and Economics	Terrible for the environment, the air we breathe (Most of the winds come from the west), the destruction of plants and natural habitat. Not justified by the traffic on the I 10 which much better since all the existing improvements. No economic benefit with this option Tax payer money waste (See general comment).	F	Unfavorable	32.5751703	-111.4847946	South	85743
5/26/2017	Environmental Social and Economics	Terrible for the environment, the air we breathe (Most of the winds come from the west), the destruction of plants and natural habitat. Not justified by the traffic on the I 10 which is much better since all the existing improvements. No economic benefit with this option Tax payer money waste (See general comment).	F	Unfavorable	32.6541181	-111.6238403	South	85743
6/1/2017	Corridor Alternatives	North from Nogales on I-19 on A to D. Move D north to around San Xavier Road. Head west between the Tohono and Pascua Yaqui Reservations to C. Take C north to I 10, to I 8, to I, to L, to N, to R, to T. Keeps freight away from suburban areas, best route from Texas, Mexico, and S. Az to Vegas. Uses most existing ROW in expensive areas. Gets greenies on board with huge money for the reservations and employment for the tribes, matches up with a southerly loop at Rita or Houghton to take throu	F	Favorable	32.8314235	-111.8233109	Central	
6/1/2017	Corridor Alternatives	Straight and direct is preferable to winding and chaotic.	F	Favorable	32.6191352	-111.5812683	South	85226
6/2/2017	Corridor Alternatives	I do not favor option F because it connects to C & D. C & D violate too much Pima county open space. Option F should connect to B or G (Interstate 10)	F	Unfavorable	32.630123	-111.5991211	South	85735
6/2/2017	Environmental Social and Economics	Unnecessary. Use existing I 10.	F	Unfavorable	32.606677	-111.5571969	South	85743
6/2/2017	Environmental Social and Economics	This is the best last chance to destroy some of the last pristine desert near a major city. I'm sure the decision to do so was made long ago, so I will not waste much time with comments.We can all act surprised when the announcement is made. So move ahead with the continued destruction of Arizona's natural wonders. It's all about the money. Follow the money and you'll always find the worst decisions.	F	Unfavorable	32.5884778	-111.5167236	South	85743
6/2/2017	Corridor Alternatives	Good luck engineering a highway that's stable in this downcutflood prone section of the Santa Cruz River. The dust you create will be killing motorists. Seems like going through here would be far more expensive than double decking I-10 which isn't far away. Plus you are destroying people's historic homes and their working cattle ranches here, and you even never bothered to contact them. You're obviously hoping they won't find out what you are doing to them until it's too late. SHAME ON YOU!!!!	F	Unfavorable	32.5239473	-111.3752747	South	85653
5/2/2017	Corridor Alternatives	I prefer a new build option. Upgrade this to 3 lanes in each direction.	G	Favorable	32.7370583	-111.5487253	South	85719
5/2/2017	Corridor Alternatives	Siting this interstate within the existing I-10 corridor makes the most sense for many reasons. First, time and money will be saved on permitting and siting. It does not negatively impact public lands to the extent the other alternatives do. Alternatives C and D are unacceptable because they bifurcate critical wildlife corridors and also create additional urban pressure and impending development to this area.	G	Favorable	32.6046754	-111.3478088	South	85745



Corridor-specific comments submitted through the online comment tool								
Date Submitted	Topic	Raw Text	Segment ID	Segment Opinion	Latitude	Longitude	Region	Zip Code
5/3/2017	Corridor Alternatives	I strongly support the option of using the current I-10 corridor for the development of I-11 from Tucson to the north to the junction with I-8. By completing the addition of lanes to allow at least three lanes each direction on I-10/11 would allow additional traffic flow. Frontage road improvements in local congested areas would ease the traffic burden on this section of the project.	G	Favorable	32.6113272	-111.3529587	South	85716
5/3/2017	Corridor Alternatives	This section of I-10 is quite good and has capacity for significantly more traffic flow. The American taxpayer should absolutely not foot the bill for an unnecessary, parallel freeway that only helps a few suburban developers in Eloy and Casa Grande.	G	Favorable	32.609592	-111.3512421	South	85745
5/11/2017	Corridor Alternatives	I like this in combination with a modified Alt D where the greater Tucson area is bypassed due to congestion concerns connecting in to I-10 north of Marana. Widening this stretch for Alt G should be relatively painless although the I-10 to I-8 transition would need a lot of improvements.	G	Favorable	32.7272199	-111.5249634	South	85224
5/17/2017	Corridor Alternatives	I favor option G. I-10 will probably be enough to handle the additional truck traffic resulting from completion of the Mexico-to-Canada project, especially in view of the impact of climate change on the economy of the U.S. Southwest and Mexico, as well as the low-growth mode the global economy is now in. If not, steps can be taken later to accommodate the traffic.	G	Favorable	32.738772	-111.5565491	South	85719
5/18/2017	Environmental Social and Economics	I favor this option because it follows the existing I-10 corridor. It does not negatively impact any communities, tourism, or the environment. Please consider that ruining any of those things will ruin jobs as well. Tourism is a big thing for Tucson, it brings many dollars in to our community. Ruining the Arizona-Sonora Desert Museum and Saguaro National Park West would DESTROY jobs. However, businesses along the existing I-10 corridor would benefit from more traffic. Please think of tourism.	G	Favorable	32.6142191	-111.3519287	South	85653
5/20/2017	Corridor Alternatives	There is plenty of open space to add capacity to I-10 through this area.	G	Favorable	32.7249093	-111.5304565	South	85745
5/21/2017	Environmental Social and Economics	It makes use of an existing highway corridor.It would give more income to businesses that have been struggling to survive along the I-10 highway. Apart from the difference in price of building new verses improving existing, it would avoid possible legal battles that other proposed routes could incur. It would be wrong to make the taxpayers pay way too much for a highway that is opposed by people in Tucson and The Avra Valley just so Chuck Huckelberry and his associates can be even wealthier.	G	Favorable	32.7280863	-111.5201569	South	85653
5/23/2017	Environmental Social and Economics	Please build double-decker. It is less destructive and less expensive. Will be more apt to allow people to access the local businesses.	G	Favorable	32.6724729	-111.4285541	South	85735
5/23/2017	Environmental Natural	Please build a double-decker over existing roads. Less destructive and less expensive. I do not know about the other routes. In my opinion, please do the least destructive to nature; take into account bird and animal migratory paths and habitats!!! Arizona's wild vistas and animals are our biggest and most important assets. With the world ever shrinking, keep Arizona intact!!!	G	Favorable	32.7338803	-111.5424069	South	85735
5/24/2017	Corridor Alternatives	I favor this option as it follows an existing route. While temporarily less convenient for traffic during construction, this option will facilitate less long-term environmental impact. Please proceed with with structural accommodations for wildlife and water flow/runoff corridors. Thank you!	G	Favorable	32.7491676	-111.5726852	South	85603
5/24/2017	Corridor Alternatives	I favor this possibility because it follows an existing route. While temporarily less convenient for traffic during construction, this option will facilitate less long-term environmental impact. Please proceed with adequate structural accommodations for wildlife and water flow/runoff corridors. Thank you for considering my thoughts.	G	Favorable	32.6049792	-111.3484955	South	85603
5/24/2017	Environmental Natural	I favor this possibility because it follows an existing route. While temporarily less convenient for traffic during construction, this option will facilitate less long-term environmental impact. Please proceed with adequate structural accommodations for wildlife and water flow/runoff corridors. Thank you for considering my thoughts.	G	Favorable	32.6090281	-111.3546753	South	85603



Corridor-specific comments submitted through the online comment tool								
Date Submitted	Topic	Raw Text	Segment ID	Segment Opinion	Latitude	Longitude	Region	Zip Code
5/25/2017	Corridor Alternatives	I strongly favor making existing I-10 better suited for the purpose. It will capitalize on existing infrastructure and prevent the unneeded destruction of resource that is unique to us -- natural beauty and biological diversity of the region. I-10 is there and we should improve it.	G	Favorable	32.6046754	-111.3519287	South	85743
5/26/2017	Corridor Alternatives	This is fine. Work with existing infrastructure and make whatever modification are necessary.	G	Favorable	32.745125	-111.5606689	South	61265
6/1/2017	Congestion	I-10 is already so busy, I would prefer to put traffic on a whole new interstate highway. If ADOT were to use the existing 10, many more lanes would be needed.	G	Unfavorable	32.6928435	-111.4641953	South	85004
6/1/2017	Corridor Alternatives	North from Nogales on I-19 on A to D. Move D north to around San Xavier Road. Head west between the Tohono and Pascua Yaqui Reservations to C. Take C north to I 10, to I 8, to I, to L, to N, to R, to T. Keeps freight away from suburban areas, best route from Texas, Mexico, and S. Az to Vegas. Uses most existing ROW in expensive areas. Gets greenies on board with huge money for the reservations and employment for the tribes, matches up with a southerly loop at Rita or Houghton to take throu	G	Favorable	32.7257758	-111.5225601	South	
6/1/2017	Corridor Alternatives	Using the existing segment of I-10 between Marana and Casa Grande might be preferable to running a somewhat redundant second highway through here, as there is not as much development located here.	G	Favorable	32.7425082	-111.5628474	South	85226
6/1/2017	Congestion	This is where there will be a significant loss of traffic on I-11 to head north on I-10 into Phoenix. This could be avoided if the corridor went on the other side of Phoenix.	G	Unfavorable	32.8195949	-111.6856384	Central	85298
6/1/2017	Congestion	Corridor should turn north here towards Florence and Apache junction, then loop around on the north side of PHX rather than put more congestion into I-10.	G	Unfavorable	32.7179771	-111.5036774	South	85298
6/1/2017	Congestion	With a connection to I-10, it might make sense to continue this connection north of the Tortolita Mountains to SR-77 (and SR-79) to ease congestion down the existing SR-77 to Oro Valley and into Tucson.	G	Favorable	32.5444979	-111.298027	South	85641
6/2/2017		Great idea! I love the I-10, and using current resources.	G	Favorable	32.7312633	-111.5318298	South	85004
6/2/2017	Corridor Alternatives	This location is too far east, and would be damaging to existing residential areas. The far west alternatives are the best.	G	Unfavorable	32.7505162	-111.583203	South	85194
5/17/2017	Corridor Alternatives	I favor option H. I-8 will probably be enough to handle the additional truck traffic resulting from completion of the Mexico-to-Canada project, especially given the growing impacts of climate change on the economy of the U.S. Southwest and Mexico, as well as the low-growth mode the global economy is now in. If not, steps can be taken later on to accommodate the extra traffic. The I-8 option also takes the route of the project well west of Phoenix, which is where a through-route should be.	H	Favorable	32.8288271	-112.0014954	Central	85719
5/18/2017	Corridor Alternatives	I think using I-8 and SR 85 would be a favorable option. SR 85 is already a four lane divided highway with no houses that would have to be destroyed and people displaced. Other than that, I would choose no option at all, do not build I-11.	H	Favorable	32.8339967	-112.0237976	Central	85139



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Date Submitted	Topic	Raw Text	Segment ID	Segment Opinion	Latitude	Longitude	Region	Zip Code
5/24/2017	Corridor Alternatives	I favor this option as it follows an existing route. While temporarily less convenient for traffic during construction, this option will facilitate less long-term environmental impact. Please proceed with with structural accommodations for wildlife and water flow/runoff corridors. Thank you!	H	Favorable	32.8334428	-112.024498	Central	85603
5/25/2017	Corridor Alternatives	I favor Option "H" (Coupled with Options "K" and "Q1") to avoid utilization of Options "L" and "T". It makes sense to incorporate already existing I-8 as opposed to ripping up native desert, homes, ranches and farms as would be the case if "L" and "T" are considered.	H	Favorable	32.8337313	-112.0912743	Central	85139
6/2/2017		Using existing resources (i.e. I-8) sounds like a wonderful idea with minimal impacts.	H	Favorable	32.8351737	-112.0866394	Central	85004
6/2/2017		This option makes the most sense. No new roadway would need to be built, no land purchases required, and no family farms or ranches destroyed.	H	Favorable	32.8315381	-112.0153576	Central	85139
5/3/2017	Environmental Social and Economics	I prefer this option for connection the I-11 highway from I-8 to points north as it minimizes environmental impacts while aiding local transportation in the region.	I	Favorable	32.9427083	-112.1041489	Central	85716
5/3/2017	Corridor Alternatives	With the perennially empty I-8 adjacent to this route, Corridor Option I seems completely unwarranted.	I	Unfavorable	32.9611461	-112.1347046	Central	85745
5/7/2017		Prefer new route vs re-purposing existing routes	I	Favorable	32.9362392	-112.093219	Central	85004
5/11/2017	Environmental Natural	A new corridor through this area would be environmentally impactful and while it may appear to provide economic opportunities to the region it will likely create more socioeconomic disruption for community members. The community will not experience the benefits, they will likely end up being a pass through point for a handful of freight companies	I	Unfavorable	32.9219611	-111.9668198	Central	85048
5/19/2017	Corridor Alternatives	This needs to go away, you are trying to take our homes away from us that don't ever want to live under a freeway or have people and traffic shoved down our throats!	I	Unfavorable	32.9608581	-112.1384811	Central	85139
5/25/2017	Corridor Alternatives	I do not favor Option "T". Those of us that live in the Haley Hills area DO NOT WANT the noise and congestion of a major Interstate Route disturbing our QUIET and REMOTE lifestyle, especially since a viable, alternative route utilizing I-8 already exists by implementing Options "K" and "H". Keep I-11 away from Haley Hills and Hidden Valley.	I	Unfavorable	32.9617223	-112.1345329	Central	85139
5/27/2017	Environmental Social and Economics	I don't think this option very good for several reasons. 1) it looks as though this is the only option that takes private property from existing land owners. Not only is this disruptive to the community, but it also removes all of this property from the tax rolls for Pinal county. Their are proposed high density housing developments for this area and removal would mean large lost revenues for the county and schools and other future growth potentials.	I	Unfavorable	32.9164853	-111.9424438	Central	85139
6/1/2017	Corridor Alternatives	North from Nogales on I-19 on A to D. Move D north to around San Xavier Road. Head west between the Tohono and Pascua Yaqui Reservations to C. Take C north to I 10, to I 8, to I, to L, to N, to R, to T. Keeps freight away from suburban areas, best route from Texas, Mexico, and S. Az to Vegas. Uses most existing ROW in expensive areas. Gets greenies on board with huge money for the reservations and employment for the tribes, matches up with a southerly loop at Rita or Houghton to take throu	I	Favorable	32.9231139	-111.95858	Central	



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6/1/2017	Environmental Social and Economics	Though somewhat redundant with the I-8 corridor located immediately south, this section could be helpful in the economic development of this area west of Casa Grande and south of Maricopa.	I	Favorable	32.9215729	-112.0194755	Central	85226
6/2/2017	Environmental Social and Economics	This option cuts through our neighborhood and rips apart a close-knit community. It makes no sense to destroy an existing rural community when other, less expensive and less destructive options exist. Our community is adamantly opposed to this route and we will fight it tooth and nail. Why not go down I-8 to Hwy 85 and connect with Phx? The route is only lightly used now and would avoid additional environmental impact studies and cost of obtaining land people don't want to sell.	I	Unfavorable	32.9458776	-112.111702	Central	85139
6/2/2017		I forgot to rank when I submitted my previous comment.	I	Unfavorable	32.9480737	-112.1209995	Central	85139
6/2/2017	Corridor Alternatives	I oppose this option. There is no reason to disturb the people that have made this rural area their home and disturb the natural environment when there are preexisting highways in alternate purposed routes.	I	Unfavorable	32.9213737	-112.0690661	Central	85139
6/2/2017	Corridor Alternatives	There is a wonderful community of people that live here. I live along this option. Why disturb our beautiful desert and community when other alternatives with existing highways are present. I am not in favor of this option.	I	Unfavorable	32.9250008	-112.0087441	Central	85139
5/3/2017	Environmental Natural	I oppose option J as it passes through more natural and rural areas than the alternative.	J	Unfavorable	32.8769922	-112.1783066	Central	85716
5/3/2017	Corridor Alternatives	With the perennially empty I-8 adjacent to this route, Corridor Option J seems completely unwarranted.	J	Unfavorable	32.9138914	-112.1772766	Central	85745
5/8/2017	Congestion	I am in favor of Option J because it would alleviate congestion through Maricopa and it would be the easiest route to connect to the I-8.	J	Favorable	32.9314708	-112.1841431	Central	85295
5/10/2017	Environmental Natural	Why does this option hit all of these mountain ranges? If it is not eliminated it should be shifted to the west.	J	Unfavorable	32.9150443	-112.1783066	Central	85004
5/15/2017	Corridor Alternatives	This is in a bad location, through mountains when there is open level land next to it. This should be better designed before eliminating it.	J	Neutral	32.9023621	-112.17659	Central	85004
5/18/2017	Environmental Social and Economics	This route goes right through a small rural community that has existed for over 50 years. It would rip apart the fabric of the area and destroy an area where most poeple choose to live for the tranquility and solitude of the area. Most homes are on 3.3 acres and the residents have fiercely refused "offers" of annexation from the City of Maricopa. The former mayor of Maricopa, now a County Supervisor strongly favors cutting through this community--though the residents vehemently dislike the idea.	J	Unfavorable	32.8726671	-112.1731567	Central	85139
5/25/2017	Corridor Alternatives	I am in favor of/support TOTAL ELIMINATION of this option from consideration. The Mountains, Beauty of this area, Vekol Wash, Petroglyphs should not be disturbed. Thank you for Eliminating Option "J" from further consideration.	J	Unfavorable	32.9124504	-112.1801949	Central	85139



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5/27/2017	Corridor Alternatives	by using this alternative it will prevent further destruction to more desert habitat. It will reduce costs by not having to aquire additional right of ways and no additional road surface need be built. It does not remove any private property from the much need tax base for the local municipalities or county. All that would be required is to post a new I-11 sign on the same post with the existing I-8 sign. I-8 is also lightly traveled and could support the additional traffic.	J	Favorable	32.8657464	-112.1786499	Central	85139
5/31/2017	Corridor Alternatives	Dilutes DPS, Border Patrol, DEA, Homeland security resources with another route for illegal drugs, funnels additional traffic into Phoenix area.	J	Unfavorable	32.918791	-112.1813965	Central	85743
6/1/2017	Corridor Alternatives	I represent Langley Properties. We control about 6,000 of the acres immediately North of I-8 and along Vekol Road.  We support the I and L alignment generally. If J could be moved a little to the west and then cut through the mountains at or near the Barnes Road alignment it could then merge with route "I" as currently drawn and provide interconnectivity between Vekol Valleys 10,000 future homes and South Maricopa (Midway) projects.	J	Neutral	32.8772805	-112.1731567	Central	85234
6/2/2017	Corridor Alternatives	I am not a fan of this option when there are preexisting highways that can be used. Why disturb our natural resources and beauty when there already are major roadways that can be used and improved. I am a resident in Hidden Valley and I have been for 14 years because I love our desert. Please don't disturb more of this resource when existing highways can be used.	J	Unfavorable	32.9117698	-112.1784949	Central	85139
5/3/2017	Environmental Natural	I am opposed to this route because of the negative affects on the open spaces.	K	Unfavorable	32.8588252	-112.3873901	Central	85641
5/8/2017	Environmental Natural	I am opposed to option K because it runs primarily through a National Monument and does not provide the best option for North South connectivity.	K	Unfavorable	32.8945789	-112.490387	Central	85295
5/11/2017	Corridor Alternatives	I-8 is underutilized as a east west connector. Connection to 93 via 85 and I-10 will fully use the capacity.	K	Favorable	32.8645929	-112.4193192	Central	
5/11/2017	Corridor Alternatives	Like this along with H to benefit the Gila Bend area. This forces the improvement of Hwy 85 (Q1) which I also prefer.	K	Favorable	32.9383864	-112.6867676	Central	85224
5/24/2017	Corridor Alternatives	I favor this option as it follows an existing route. While temporarily less convenient for traffic during construction, this option will facilitate less long-term environmental impact. Please proceed with with structural accommodations for wildlife and water flow/runoff corridors. Thank you!	K	Favorable	32.8461349	-112.317009	Central	85603
5/24/2017	Corridor Alternatives	I favor this option as it follows an existing route. While temporarily less convenient for traffic during construction, this option will facilitate less long-term environmental impact. Please proceed with with structural accommodations for wildlife and water flow/runoff corridors. Thank you!	K	Favorable	32.9078387	-112.5453186	Central	85603
5/25/2017	Corridor Alternatives	I favor Option "K" (coupled with "H" and "Q1") as more desirable routing in lieu of alternative routing via Options "L" and "I". It makes more sense to utilize the already existing I-8 corridor as opposed to disrupting the homes, farms and native desert that would be destroyed if the "L" and "I" options are utilized.	K	Favorable	32.906974	-112.544117	Central	85139
5/29/2017	Corridor Alternatives	It follows an existing right-of-way	K	Favorable	32.8461349	-112.3173523	Central	85705-1465



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6/1/2017	Corridor Alternatives	<p>Routes Q1 and K do not provide any benefit to the future of South Goodyear and Vekol Valley where thousands of people will live. We oppose going around to the south of Gila Bend as to many folks will go unserved.</p> <p>Thanks.</p>	K	Unfavorable	32.9049563	-112.5576782	Central	85234
6/1/2017	Environmental Natural	<p>Using the existing corridor would mean less highway tearing through pristine desert. And it could provide some economic stimulus to Gila Bend.</p> <p>It's a bit out of the way for a direct southeast-to-northwest line though...</p>	K	Favorable	32.9364885	-112.679363	Central	85226
6/2/2017		NO	K	Unfavorable	32.8865068	-112.4533081	Central	85004
6/2/2017		Using existing resources (i.e. I-8) sounds like a wonderful idea with minimal impacts.	K	Favorable	32.9066858	-112.5508118	Central	85004
6/2/2017	Corridor Alternatives	Roads are necessary - yes - but so is quality of life, and many Arizonans feel, as do I, that our beautiful State is being drowned in concrete. If I-11 is to be built, it should not add even more roadways to our existing communities. Option K would impinge the least on existing communities but also would be accessible to them.	K	Favorable	33.0347561	-112.6416423	Central	85194
6/2/2017	Corridor Alternatives	This is the PERFECT route for I-11. The infrastructure already exists, all environmental impact studies are complete and it saves money and communities. The I-8 and Hwy 85 are only lightly used, often having no vehicles for miles on them. There would be a greater use of existing roadways, better stewardship of taxpayer dollars and it would save an existing rural community that wants no part of this freeway.	K	Favorable	32.8553644	-112.3846436	Central	85139
6/2/2017	Congestion	Although the study cites congestion in this alternative, I have used it often and observed that it is very lightly used by vehicles. Often there is only one or two cars/trucks for miles. This is the optimal solution to the route as it already exists and would result in better usage of current infrastructure. Also, using this route would save the communities of Hidden Valley and Thunderbird farms from destruction by the introduction of a thoroughfare where none is welcome.	K	Favorable	32.9271484	-112.6709747	Central	85139
6/2/2017	Environmental Natural	Hello and thank you for taking comments. This is an area with many species that are sensitive to development. Not enough research has been done here to discover what the full impacts will be. It has been shown in other areas that road development has a negative impact on species and their habitat, especially migrating species. Please reconsider keeping development towards the Phoenix area, more dense. This road would likely not serve any great purpose other than more traffic in it's corridor. TY	K	Unfavorable	32.8478655	-112.3132324	Central	86040
5/3/2017	Corridor Alternatives	With the perennially empty I-8 adjacent to this route, Corridor Option L seems completely unwarranted.	L	Unfavorable	33.095856	-112.3118591	Central	85745
5/8/2017	Corridor Alternatives	Option L's placement would service the majority of the public and cities. As opposed to Option K, which would primarily run through a National Monument.	L	Favorable	33.0972941	-112.306366	Central	85295
5/8/2017	Corridor Alternatives	I am in favor of Option L	L	Favorable	33.0880899	-112.3008728	Central	85295
5/10/2017	Other	No, makes sense to utilize existing ROW on 85 to i-8. Leave our houses, agricultural lands and natural areas alone. 238 floods and needs to much for infrastructure (bridges and more) no build or use existing 85 corridor	L	Unfavorable	33.0738071	-112.2834069	Central	Maricopa a



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5/11/2017	Corridor Alternatives	Could provide additional access from and to City of Maricopa along Hwy 238	L	Favorable	33.0788847	-112.2967529	Central	85224
5/19/2017	Corridor Alternatives	I prefer this corridor over the others to the west because it remains an better bypass of Phoenix for trucking as compared to the other options, and does not cross the environmental areas.	L	Favorable	33.1234633	-112.337265	Central	85004
5/20/2017	Corridor Alternatives	We need additional freeway lans, please do not "reuse" I10 or I8 any more than absolutely necessary.	L	Favorable	33.0581695	-112.2665405	Central	85004
5/25/2017	Corridor Alternatives	I do not favor Option "L" (or Option "I" that is the next segment if "L" was used). I prefer that "Q1", "K" and "H" be selected in lieu of "L". Adapting Hwy 85 and Interstate 8 is preferable to cutting a completely new Road and disrupting native desert, homes, farms and ranches along the "L" and "I" proposed alignments.	L	Unfavorable	33.0337078	-112.2323799	Central	85139
5/31/2017	Corridor Alternatives	Terrible option, adds an additional highway to monitor for DPS and illegal drug movement, you already have i85 and i10. Expand i85, do not dilute limited law enforcement resources onto a brand new 3rd north south corridor.	L	Unfavorable	33.126051	-112.339325	Central	85743
6/1/2017	Corridor Alternatives	North from Nogales on I-19 on A to D. Move D north to around San Xavier Road. Head west between the Tohono and Pascua Yaqui Reservations to C. Take C north to I 10, to I 8, to I, to L, to N, to R, to T. Keeps freight away from suburban areas, best route from Texas, Mexico, and S. Az to Vegas. Uses most existing ROW in expensive areas. Gets greenies on board with huge money for the reservations and employment for the tribes, matches up with a southerly loop at Rita or Houghton to take throu	L	Favorable	33.0751448	-112.2902298	Central	
6/1/2017	Corridor Alternatives	I do not favor this option because it leads straight through my property.	L	Unfavorable	33.1249009	-112.3406982	Central	85139
6/1/2017	Corridor Alternatives	This segment makes a good direct bypass for traffic between Los Angeles and Tucson.	L	Favorable	33.1243259	-112.3379517	Central	85226
6/2/2017		This seems like a real bad idea.	L	Unfavorable	33.0529899	-112.2665405	Central	85004
6/2/2017	Corridor Alternatives	If the purpose of I-11 is to link the northern areas with Mexico, then it should take a path away from existing communities. Casa Grande is already intersected too much by highways. I-11 should be located to the west in the least populated areas.	L	Unfavorable	33.0207771	-112.2188257	Central	85194
6/2/2017	Corridor Alternatives	There are far better options than destroying a rural community. While the mayor of Maricopa and his followers may like this option, we have strongly opposed incorporation and this is our payback. Please consider the very lightly used I-8 route to Hwy 85 which would leave our community intact, save millions as the infrastructure already exists and all studies are finished. The fear of congestion is garbage as we often use I-8 and are the only car on it for miles. Ditto for Hwy 85.	L	Unfavorable	33.0371616	-112.2387314	Central	85139
6/2/2017		This parallels SR-238. Why not widen that instead of building a redundant hwy?	L	Unfavorable	33.1247336	-112.3364176	Central	85139



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6/2/2017	Environmental Social and Economics	Routing traffic through a valley of natural habitat creates noise pollution that devalues nearby properties. An example is the existing I-8 corridor in Vekol Valley, which can be heard from miles away. The I-11 project should modernize existing corridors to handle increased traffic instead of trailblazing new routes through natural landscape.	L	Unfavorable	33.1237508	-112.3406982	Central	85337
5/31/2017	Corridor Alternatives	I-L-M or I-L-N both offer better flow than H-K-Q1-Q2. M avoids some of the development issues of N and makes mild use of State Route 85. There are some environmental issues, but not any worse than N and, again, avoids some of the development issues of N.	M	Favorable	33.2042224	-112.4642944	Central	85326
6/1/2017	Corridor Alternatives	I represent Langley Properties, we control 6,000 acres in the area of Vekol Valley. We support alignment M, L, and I generally. These will provide transportation alternatives to all of South Goodyear, Mobile area, and Vekol Valley.  Thanks.	M	Favorable	33.2180101	-112.5082397	Central	85234
6/2/2017		...and that bad idea just keeps going.	M	Unfavorable	33.2208822	-112.5233459	Central	85004
5/3/2017	Corridor Alternatives	With the perennially empty I-8 adjacent to this route, it makes far more sense to route I-11 north from Gila Bend rather than on this unnecessary route along Phoenix's exurbs.	N	Unfavorable	33.3130286	-112.4629211	Central	85745
5/4/2017	Corridor Alternatives	I prefer the N Corridor Option as it is located closer to already developed roadways and could be less disruptive to rural areas and also be more of used for local traffic.	N	Favorable	33.3420015	-112.4673843	Central	85716
5/10/2017	Congestion	If this route, with the section going by Estrella Mountain Ranch and Rainbow Valley could provide a connecting point for the potential future SR801(bypass by PIR by Broadway/Southern Rds) to connect a route to Loop 202 (South Mountain) I believe that would be a good thing.	N	Favorable	33.366664	-112.490387	Central	
5/10/2017	Environmental Social and Economics	I favor this option as it will provide potential connectivity with SR303 near the area of Estrella Ranch and Rainbow Valley. This would also allow another bypass option to avoid the congestion of downtown Phoenix and the more industrial/shipping route that SR202 will most likely become. Highway 85 is a decent enough of a road that provides access between Gila Bend and the Buckeye area.	N	Favorable	33.3213485	-112.4642944	Central	
6/1/2017		North from Nogales on I-19 on A to D. Move D north to around San Xavier Road. Head west between the Tohono and Pascua Yaqui Reservations to C. Take C north to I 10, to I 8, to I, to L, to N, to R, to T. Keeps freight away from suburban areas, best route from Texas, Mexico, and S. Az to Vegas. Uses most existing ROW in expensive areas. Gets greenies on board with huge money for the reservations and employment for the tribes, matches up with a southerly loop at Rita or Houghton to take throu	N	Favorable	33.2688334	-112.4220657	Central	
6/1/2017	Corridor Alternatives	This corridor seems somewhat redundant (with SR-85 so close) and right-of-way acquisition costs could be an issue. Plus it's bendy and indirect.	N	Unfavorable	33.3629297	-112.5137881	Central	85226
5/2/2017	Corridor Alternatives	I agree with the recommendation to eliminate this option.	O	Favorable	33.2389747	-112.7756882	Central	85745
5/4/2017	Environmental Social and Economics	Strongly support eliminating this segment from consideration. BLM ACEC and incredible world class rock art area along Gila River in this area.	O	Unfavorable	33.1658639	-112.6970673	Central	



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Date Submitted	Topic	Raw Text	Segment ID	Segment Opinion	Latitude	Longitude	Region	Zip Code
6/1/2017	Corridor Alternatives	follows existing roadways with some improvements	O	Favorable	33.0935204	-112.6767158	Central	85326
5/2/2017	Corridor Alternatives	I agree with the recommendation to eliminate this option.	P	Favorable	33.2389747	-112.7262497	Central	85745
5/4/2017	Environmental Social and Economics	Strongly support eliminating this segment from consideration. BLM ACEC and incredible world class rock art area along Gila River in this area.	P	Unfavorable	33.2497422	-112.7451324	Central	
5/3/2017	Corridor Alternatives	This seems like a sensible and direct route that exploits current infrastructure for maximum benefit.	Q1	Favorable	33.1407135	-112.6496887	Central	85745
5/15/2017	Corridor Alternatives	I think this option is favorable because it makes use of existing roadways. I would rather have money spent on improvements to Highway 85 than building a new freeway from scratch. This would also benefit traffic coming from Yuma towards Phoenix.	Q1	Favorable	33.1748013	-112.6488648	Central	85281
5/19/2017	Corridor Alternatives	If you insist on putting a freeway out here this might be a favorable option, Stop trying to chase us away from our land!!!!!!	Q1	Neutral	33.140426	-112.6534653	Central	85139
5/24/2017	Corridor Alternatives	I favor this option as it follows an existing route. While temporarily less convenient for traffic during construction, this option will facilitate less long-term environmental impact. Please proceed with with structural accommodations for wildlife and water flow/runoff corridors. Thank you!	Q1	Favorable	33.1269136	-112.6517487	Central	85603
5/29/2017	Corridor Alternatives	Any place that already has traffic, use it.	Q1	Favorable	33.1203004	-112.6483154	Central	85705-1465
5/31/2017	Corridor Alternatives	Southern / Western route seems the best option	Q1	Favorable	33.1474489	-112.6501318	Central	85373
6/2/2017	Corridor Alternatives	This route already exists and is sparsely used. Making it part of I-11 would be optimal as it would save existing communities that are in danger of being ripped apart, would better utilize existing infrastructure that is not currently being used to its full capacity and save taxpayers billions in court fights, environmental studies, and new roadways. I don't understand why this isn't the favored route.	Q1	Favorable	33.1733358	-112.6498604	Central	85139
5/24/2017	Corridor Alternatives	I favor this option as it follows an existing route. While temporarily less convenient for traffic during construction, this option will facilitate less long-term environmental impact. Please proceed with with structural accommodations for wildlife and water flow/runoff corridors. Thank you!	Q2	Favorable	33.2926557	-112.6311493	Central	85603
5/4/2017	Corridor Alternatives	I prefer the Q3 connection of the proposed I-II corridor to the north and joining I-10 as it will use more of the already existing I-10 highway, minimizing impact from other alternatives.	Q3	Favorable	33.3921794	-112.6263428	Central	85716



Corridor-specific comments submitted through the online comment tool								
Date Submitted	Topic	Raw Text	Segment ID	Segment Opinion	Latitude	Longitude	Region	Zip Code
5/24/2017	Corridor Alternatives	I favor this option as it follows an existing route. While temporarily less convenient for traffic during construction, this option will facilitate less long-term environmental impact. Please proceed with with structural accommodations for wildlife and water flow/runoff corridors. Thank you!	Q3	Favorable	33.3936127	-112.628746	Central	85603
5/31/2017	Corridor Alternatives	I'm not crazy about having I-10 do double duty for that stretch. I believe from a maintenance standpoint it would be a real problem. I much prefer R to U and/or V going through that area.	Q3	Unfavorable	33.4291492	-112.6455688	Central	85326
5/2/2017	Environmental Social and Economics	This option i feel would ruin the current existing landscape of the community	R	Unfavorable	33.3683844	-112.758522	Central	85004
6/1/2017		North from Nogales on I-19 on A to D. Move D north to around San Xavier Road. Head west between the Tohono and Pascua Yaqui Reservations to C. Take C north to I 10, to I 8, to I, to L, to N, to R, to T. Keeps freight away from suburban areas, best route from Texas, Mexico, and S. Az to Vegas. Uses most existing ROW in expensive areas. Gets greenies on board with huge money for the reservations and employment for the tribes, matches up with a southerly loop at Rita or Houghton to take throu	R	Favorable	33.3572013	-112.7090836	Central	
5/8/2017	Corridor Alternatives	There is no reason to run the interstate immediately west of the Vista Royale housing area (as shown), when there are 9 miles of open desert to the north between there and Highway 71. Relocation of the Hwy 93 interchange closer to Hwy 71 avoids all potential community impacts (noise, traffic) while offering a good interconnection to Hwy 89 north (Congress / Peeples Valley / Prescott).	S	Unfavorable	34.0054274	-112.877655	North	85390
5/12/2017	Congestion	this route is too close to Vista Royale Subdivision. Please move route farther west.	S	Unfavorable	34.031892	-112.8549957	North	85390
5/15/2017	Environmental Social and Economics	Route S does not negatively impact many existing homes.	S	Favorable	33.9427903	-112.9003143	North	85390
5/16/2017	Safety and Security	As the population of Wickenburg Ranch grows, the traffic using the intersection at that circle will be extremely accident prone. Just leaving Wickenburg Ranch on a Friday or Sunday with all the traffic from the valley going to or returning from California and Las Vegas is treacherous now. There is a circle now, but it doesn't slow the traffic enough to allow a safe merge.	S	Unfavorable	33.9736876	-112.8848648	North	85390
5/30/2017	Environmental Social and Economics	High environmental impact, high noise pollution, will impact existing residents.	S	Unfavorable	33.9786699	-112.8800583	North	85390
5/30/2017	Corridor Alternatives	Will the freeway be below natural grade where it impacts existing homes? What will be the noise mitigation?	S	Unfavorable	34.0128269	-112.8718185	North	85390
6/1/2017	Congestion	I do not favor this option because it land locks Vista Royale Subdivision between two major road ways. This will deny people living in the area the freedom of accessing State land.	S	Unfavorable	34.0105502	-112.868042	North	85390-3473
6/2/2017	Corridor Alternatives	I am not in favor of this rooute and it is to close to residential areas north of Wickenburg. I do not believe that it will bring more business to Wickenburg then T as T will be through traffic and not going to stop in Wickenburg anyway. Longer then T so over 50+ years, millions of gallons of fuels saved by the shortest route.	S	Unfavorable	33.9684202	-112.8927612	North	85390



Corridor-specific comments submitted through the online comment tool								
Date Submitted	Topic	Raw Text	Segment ID	Segment Opinion	Latitude	Longitude	Region	Zip Code
5/2/2017	Corridor Alternatives	I Feel this option moves it out of the range of major city and will have the least impact on existing structures	T	Favorable	33.712917	-112.888298	North	85004
5/5/2017	Corridor Alternatives	I like this option for two reasons. 1. It shortens the distance for traffic, trucks in particular, from Los Angles northward. 2. It keeps long distance traffic out of the Phoenix metropolitan area. Mixing heavy traffic with growth in the Surprise-Wickenburg seems short sighted.	T	Favorable	33.7414708	-112.9030609	North	85374
5/8/2017	Corridor Alternatives	This corridor offers close proximity to the and Wickenburg Airport Industrial Park and planned Forepaugh Industrial Rail Park, can follow existing utility corridors (transmission line right of ways). It avoids all existing Wickenburg residential areas, and the Vulture Peak recreational area, minimizing those impacts, yet still offers easy access to Wickenburg. Expenses associated with relocating existing area residences, roadways, and utilities would be minimized.	T	Favorable	33.9946116	-112.9449463	North	85390
5/11/2017	Corridor Alternatives	This route provides the most direct connection between 93 and 85.	T	Favorable	34.0139653	-112.9483795	North	
5/11/2017	Environmental Natural	This alignment will result in additional linear disturbances within an environmental and recreationally sensitive area. It would be best if the corridor where collocated within existing infrastructure/utility corridor.	T	Unfavorable	33.8621484	-112.9397964	North	85048
5/12/2017	Corridor Alternatives	This would free up the 93 congestion from wickenburg to the 89 interchange and the 3 traffic circles. Also very easy land to clear which would be away from neighborhoods causing additional noise, dust, crime and danger to the turn offs on 93 for local residents. Please make T the I-11 route!!!!	T	Favorable	34.0203415	-112.9467511	North	85390
5/13/2017	Corridor Alternatives	I prefer Option T as it will cause the least impact to my home in Vista Royale. The other route options would be entirely too close to my home and bring unwanted road noise 24/7. This would permanently change my quality of life and most likely reduce the value of my home.	T	Favorable	34.0722843	-112.9476929	North	85390
5/15/2017	Environmental Social and Economics	Route T does not negatively impact existing homes.	T	Favorable	34.0190876	-112.9456329	North	85390
5/16/2017	Corridor Alternatives	The T option appears to be the most direct route; minimizes environmental disruption more than the other options, and would have no "choke points" due to existing private development or utility infrastructure.	T	Favorable	34.0624724	-112.9480362	North	85390
5/19/2017	Corridor Alternatives	I believe for the Northern portion of this Interstate Highway that Alternative "T" makes the best sense. The Wickenburg area already has Highways 93, 60, 89 and 71 either running directly through it or nearby, providing corridors for quick travel to amenities and businesses for those living in the rural areas. There is no real need for a freeway any closer to town than Alternative "T". I'm pretty sure a McDonald's will be available for travelers when I-11 meets 93 in the future.	T	Favorable	33.8954972	-112.941101	North	85004
5/19/2017	Corridor Alternatives	Best option less disruption to existing homes businesses	T	Favorable	33.9957502	-112.9442596	North	85355
5/20/2017	Corridor Alternatives	Option "T" is best alternative to connect with Hwy 93. The freeway can still run close to Wickenburg businesses, if desired; still be close enough to the proposed Forepaugh industrial area; require only one interchange on Hwy 93; and stay farther away from already residentially developed areas on Hwy 93.	T	Favorable	33.993473	-112.9421997	North	85004



Corridor-specific comments submitted through the online comment tool								
Date Submitted	Topic	Raw Text	Segment ID	Segment Opinion	Latitude	Longitude	Region	Zip Code
5/30/2017	Corridor Alternatives	I favor this option because I live in the Vista Royale Subdivision, and this option keeps the traffic away from the residential area. It is also a more direct route, so should be more cost effective use of federal funds.	T	Favorable	34.0037197	-112.947693	North	85390
5/30/2017	Corridor Alternatives	Least expensive, least environmental impact, least noise pollution.	T	Favorable	34.0082735	-112.9473495	North	85390
5/31/2017	Environmental Natural	I favor this option because it is the most direct and keeps noise and congestion away from existing home sites.	T	Favorable	33.9672812	-112.9463196	North	85390-3473
6/1/2017	Corridor Alternatives	North from Nogales on I-19 on A to D. Move D north to around San Xavier Road. Head west between the Tohono and Pascua Yaqui Reservations to C. Take C north to I 10, to I 8, to I, to L, to N, to R, to T. Keeps freight away from suburban areas, best route from Texas, Mexico, and S. Az to Vegas. Uses most existing ROW in expensive areas. Gets greenies on board with huge money for the reservations and employment for the tribes, matches up with a southerly loop at Rita or Houghton to take throu	T	Favorable	34.0921889	-112.9507828	North	
6/2/2017	Corridor Alternatives	The straightest and shortest route south towards I 10. Will save time and fuel for years to come for the through traffic that will be going south of the Wickenburg area. Traffic that wants to go to Wickenburg or points further south will continue to use 93/60 to get to AZ 74 or the 303 areas.	T	Favorable	33.8954972	-112.9421997	North	85390
6/2/2017	Corridor Alternatives	as a resident of the Vista Royale subdivision, this option is the only one that will preserve our property values and way of life , all the other options will have a negative impact on our environment and our rural way of life !!	T	Favorable	34.122037	-112.9538727	North	85390
5/2/2017	Environmental Social and Economics	This option i feel is the most positive to effect the community of tonopah	U	Favorable	33.6472071	-112.8251266	North	85004
5/17/2017	Other	This option has I-11 abutting Vista Royale subdivision. This is not acceptable. Please have I-11 connect to Hwy 93 a little farther north. Thank you.	U	Unfavorable	33.6854964	-112.8378296	North	85390
5/24/2017	Corridor Alternatives	Please proceed with with structural accommodations for wildlife and water flow/runoff corridors. Thank you!	U	Favorable	33.6326396	-112.8141946	North	85603
5/1/2017	Environmental Social and Economics	This alternative locates I11 closer to the Sun Valley Parkway, the residents and planned communities on the Sun Valley Parkway. The western most I11 options are best rather than those impacting current/future residences near the Western White Tanks, particularly Festival Farms and other planned communities.  Further west would mitigate wild life impact, fauna and the alluvial nears the White Tanks.	V	Unfavorable	33.7152016	-112.8598022	North	85396
5/2/2017	Environmental Natural	This option i fear would interfere with the local wildlife and their migration patterns	V	Neutral	33.6340591	-112.7777481	North	85004
5/8/2017	Corridor Alternatives	There is no reason to run the interstate immediately west of the Vista Royale housing area (as shown), when there are 9 miles of open desert to the north between there and Highway 71. Relocation of the Hwy 93 interchange closer to Hwy 71 avoids all potential community impacts (noise, traffic) while offering a good interconnection to Hwy 89 north (Congress / Peeples Valley / Prescott).	V	Unfavorable	33.9490561	-112.877655	North	85390



Corridor-specific comments submitted through the online comment tool								
Date Submitted	Topic	Raw Text	Segment ID	Segment Opinion	Latitude	Longitude	Region	Zip Code
5/10/2017	Corridor Alternatives	Well, I think an interchange of some sort connecting I-11, US60 WITH AZ89 could be very helpful in this area. If not here, then maybe up at the AZ71, I-11 and US60 interchange as AZ71 does continue to connect to AZ89 providing a through access ability.	V	Favorable	34.0532283	-112.8460693	North	
5/10/2017	Corridor Alternatives	I am unsure why there are two different routes: U and V. Wish I had more information. I understand the east facing "ear" provides connectivity to the Toyota Proving Grounds and the various housing developments in the area. (I own land in Whispering Ranch) But, maybe floodplains are the reasoning behind the two options? I do not like T. And I am very glad the greyed V option has been eliminated as I did not like the route going through the regional park.	V	Favorable	33.6209091	-112.8007507	North	
5/10/2017	Corridor Alternatives	I favor this route to connect Wickenburg and further on Prescott with the I-10 corridor.	V	Favorable	33.7831424	-112.9023743	North	
5/11/2017	Environmental Natural	This alignment is most favorable as it is collocated within and existing disturbed area. Despite being "in" the Vulture Mtn Cooperative Recreation Area, it minimizes additional disturbance in the vicinity.	V	Favorable	33.8227971	-112.9109573	North	85048
5/11/2017	Environmental Natural	This alignment would have too much hydrological impacts on the washes and wildlife corridors.	V	Unfavorable	33.6674968	-112.7640152	North	85048
5/12/2017	Congestion	this route is to close to Vista Royale Subdivision. Please move it farther west.,	V	Unfavorable	34.0392892	-112.8505325	North	85390
5/15/2017	Environmental Social and Economics	Route V does not negatively impact many existing homes.	V	Favorable	33.9359544	-112.889328	North	85390
5/24/2017	Corridor Alternatives	Please proceed with with structural accommodations for wildlife and water flow/runoff corridors. Thank you!	V	Favorable	33.8100535	-112.9092345	North	85603
5/30/2017	Environmental Social and Economics	This route is too close to the subdivision of Vista Royale. Having an interchange located so close to Vista Royale and Nine Irons would cause unnecessary traffic congestion.	V	Unfavorable	34.0336559	-112.8432542	North	85390
5/30/2017	Environmental Social and Economics	High environmental impact, high noise pollution, will impact existing residents.	V	Unfavorable	33.9308271	-112.8937912	North	85390
5/30/2017	Environmental Social and Economics	High environmental impact, high noise pollution, will impact existing residents.	V	Unfavorable	33.8350607	-112.8210068	North	85390
5/30/2017	Environmental Social and Economics	Will the freeway be below natural grade where it impacts existing homes? What will be the noise mitigation?	V	Unfavorable	34.0253477	-112.8388596	North	85390



Corridor-specific comments submitted through the online comment tool								
Date Submitted	Topic	Raw Text	Segment ID	Segment Opinion	Latitude	Longitude	Region	Zip Code
5/30/2017	Environmental Social and Economics	Will the freeway be below natural grade where it impacts existing homes? What will be the noise mitigation?	V	Unfavorable	33.983225	-112.8333664	North	85390
5/31/2017	Corridor Alternatives	I was against this originally due to it going through a portion of the Vulture Mountains that is within a Maricopa County Park, but when it was explained that the route would follow the high tension power lines through that area and wouldn't affect any of the hiking trails I decided it is a reasonable alternative. I don't want to promote it, but I'm not as against it as I was before.	V	Neutral	33.7220552	-112.8433228	North	85326
5/31/2017	Public Process	How does DOT process give transparency showing who has financial gain from Corridor V vs other options?? Rigged economy erodes public trust / faith in government. Spending tens or hundreds of millions of tax payer dollars to benefit a few private land owners is not in the public interest.	V	Unfavorable	33.6740685	-112.7657318	North	85743
6/1/2017	Congestion	I do not favor this option because it land locks Vista Royale between two major freeways. This would make our property very undesirable because of the major increase in noise level from the freeways. It would also limit accesses in to the State Land.	V	Unfavorable	33.726624	-112.8694153	North	85390-3473
6/2/2017	Corridor Alternatives	even closer to residential areas north of Wickenburg then route S. Longer the T. I don't believe that the interchange closer to Wickenburg will get more people of I 11 to come in a shop in the Wickenburg area. There will still be lots of traffic on 93/60 through Wickenburg from traffic going to areas just south and east of Wickenburg. Traffic wanting to use AZ 74 as an example.	V	Unfavorable	33.9598777	-112.8745651	North	85390
5/3/2017	Environmental Natural	TheRoute 60 below Wickenburg runs through the HassaOyama canyon which is a spectacularly natural wonder for several miles. Widening would destroy its impact	W	Unfavorable	34.0134245	-112.7923326	North	85733
5/3/2017	Corridor Alternatives	Option W is one of the few sensible aspects of I-11 in Central Arizona. It seems to leverage current strengths and threatens to waste fewer taxpayer dollars in building freeways to nowhere.	W	Favorable	33.7885639	-112.6256561	North	85745
5/8/2017	Corridor Alternatives	It uses the already existing, and little used, parkway and connects to already existing I-10. It will also spur development in the West Valley area.	W	Favorable	33.5975314	-112.6844742	North	85326
5/12/2017	Environmental Natural	This option is potentially harmful to the Hassayampa River Preserve. This area is habitat for many unusual bird species as well as other wildlife. The noise and pollution caused by having a freeway so near may ruin this prized area.	W	Unfavorable	33.7745814	-112.6345825	North	85390
5/12/2017	Safety and Security	Interchanges seem to be where most accidents occur. Creating one interchange at 71/93/I-11, would eliminate a second interchange on 93. From Vista Royale to the 71 interchange is less than 10 minutes. Not a significant difference.	W	Favorable	34.122037	-112.9490662	North	85390
5/15/2017	Environmental Natural	potential route W would disturb the very sensitive Hassayampa River area and its rich wildlife and botanical environment.	W	Unfavorable	33.9160131	-112.6785278	North	85390
5/15/2017	Environmental Social and Economics	The potential W alignment would negatively impact a large number of homes along this route disturbing their ability to access local streets and their views of the scenic Hassayampa River.	W	Unfavorable	33.9308271	-112.6908875	North	85390



Corridor-specific comments submitted through the online comment tool								
Date Submitted	Topic	Raw Text	Segment ID	Segment Opinion	Latitude	Longitude	Region	Zip Code
5/15/2017	Congestion	Potential route W will bring a lot of additional traffic and congestion through the narrow highway 60/hassayampa river valley area SE of Wickenburg.	W	Unfavorable	33.5762985	-112.6799011	North	85390
5/15/2017	Corridor Alternatives	I think this option is favorable because it makes use of the existing right-of-ways for Sun Valley Parkway and reduces the amount of natural landscape changed. I also think this will have the most beneficial impact on the Phoenix metro area.	W	Favorable	33.7430696	-112.6466677	North	85281
5/17/2017	Environmental Social and Economics	I have attended quite a number of I-11 meetings in our area (including several by the Sonoran Institute) and I do not remember anyone being in favor of I-11 coming through the Town of Wickenburg. I believe it would negatively impact our Town and citizens socially and economically. It would displace so many businesses and homes. Please take I-11 to the west of Town. Thank you.	W	Unfavorable	34.059486	-112.8543091	North	85390
5/19/2017	Corridor Alternatives	I believe the W option would work ONLY if it has a direct connection to the Q routes without interlining with I-10.	W	Favorable	33.5104844	-112.6785278	North	85004
5/19/2017	Corridor Alternatives	Most disruptive to existing business homes current land uses	W	Unfavorable	33.9322514	-112.6915741	North	85355
5/29/2017	Corridor Alternatives	It's already in a developed area. We need to preserve the pristine areas. For rural dwellers and wildlife.	W	Favorable	33.7140593	-112.651062	North	85705-1465
6/1/2017	Congestion	I favor this option because it uses some of the existing roadways which would cost less to build. The down side is that it greatly increase traffic through Wickenburg and Morristown causing greater congestion. We already have two dangerous intersections at 89 & 93 and 74 & 60 which would need to be addressed if this rout is used. And then there is the noise problem to deal with.	W	Neutral	33.7334767	-112.6507187	North	85390-3473
6/1/2017	Congestion	Closer to PHX = more value for 5 million residents.	W	Favorable	33.8202301	-112.6146698	North	85298
6/1/2017	Corridor Alternatives	This route alternative is a bad idea as it has the potential to adversely impact the sensitive natural area of Hassayampa River Preserve, which is of critical ecological importance to wildlife and water quality for the region. All efforts should be made to reroute the proposed interstate away from this preserve and work closely with AZGFD to construct appropriate wildlife over/underpasses to maintain wildlife movement, habitat connectivity, and prevent vehicular collisions with wildlife.	W	Unfavorable	33.9306844	-112.6916168	North	64134
6/2/2017	Corridor Alternatives	This is the only option that actually improves access and exposure for Wickenburg.	W	Favorable	33.669497	-112.684021	North	85390
6/2/2017	Environmental Natural	I fear the loss of the quality of the Hassayampa River Preserve if this project, freeway , is allowed to pass through Wickenburg via Highway 93. This unique riparian acreage is a natural asset to the City of Wickenburg as well as the State of Arizona. Many species of birds and other animals flock to this "Oasis in the Desert". The underground river flows sometimes above and sometimes below the ground, but it is almost always above ground at the Preserve. This area needs our protection!!!!	W	Unfavorable	33.9231355	-112.6847076	North	85390
6/2/2017	Corridor Alternatives	To costly and disruptive to Wickenburg area business. Through residential areas north of Wickenburg.	W	Unfavorable	33.9940423	-112.7523422	North	85390



## **General Comments**

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General comments submitted through the online comment tool			
Date Submitted	Topic	Raw Text	Zip Code
5/17/2017	Corridor Alternatives	I disfavor Option D for several reasons. I know at least 2 people who live in Avra Valley for their health. They need clean air. A freeway full of diesel trucks running through Avra Valley will negatively impact the air quality and harm their health. It will also negatively impact the quiet of Ironwood NM and Saguaro NP, and it will cost more than just using I-10 (Option B).	85004
5/17/2017	Corridor Alternatives	I favor Option A for several reasons. It will benefit local motels and restaurants by increasing traffic on I-10 and I-19, whereas moving truck traffic to Avra Valley (Options C and D) will take business away from these same motels and restaurants. Option A will also have less of an impact on the environment, and it will be cheaper than building a whole new freeway.	85004
5/17/2017	Corridor Alternatives	I do not favor option F. Same comment as for E. I-10 will probably be enough to handle the additional truck traffic resulting from the completion of the Mexico-to-Canada project. The expense and disruptive impact of option F are not justified at this point.	85004
5/17/2017	Environmental - Social and Economics	The proposed alternative options would have a severe negative effect on existing businesses along the I-10 corridor and give rise to commercial development in areas that are currently residential or open land. Contrary to claims for this proposal, it seems very unlikely that the alternative options would help businesses in the Nogales to Casa Grande region. The opposite seems much more likely. And then, there are the massive impacts on the natural environment...	85004
5/17/2017	Corridor Alternatives	I do not favor Option C. I-19 is enough to handle the truck traffic that this proposal is likely to generate, especially given the growing impacts of climate change on the economy in the U.S. Southwest and Mexico, and also the low-growth mode the world economy is now in.	85004
5/17/2017	Corridor Alternatives	I favor Option A. I-19 from Nogales to Tucson is not heavily used. There is no need to build more interstate highway south of Tucson. There is already enough.	85004
5/18/2017	Corridor Alternatives	After attending the meeting last week in Casa Grande and looking over the supplied maps. It will be best to use route 84, which goes to route 8. I know that some people are stating that route 84 is a long stretch. With that said, all you have to do is increase the speed limit from 55 mph to 65 mph, with reduced speed limits in Stanfield. The road is already there, why not use the resources we already have? This not only save time, but it will save money!	85004
5/18/2017	Corridor Alternatives	Is there a tally of whether the majority of the traffic is heading for I10 or I19? Anytime I'm driving either freeway it seems as though the majority of the traffic is heading for the exits at Ajo, Irvington or Valencia and not so much south of tucson or they're staying on I10. Has an alternate route like a loop running I10 east along the Catalina's and south along the Rincons? Much of the traffic is headed for Rita Ranch and Vale?	85004
5/18/2017	Corridor Alternatives	I do not favor this route because it will bring crime and pollution to a relatively clean area and because it would ruin wildlife habitats. It would bring noise to a peaceful area. It is also more expensive and a longer route, so please just make I-11 part of the existing I-10. The businesses along I-10 could use the money from travelers and nobody would be upset or protest that route.	85004



General comments submitted through the online comment tool			
Date Submitted	Topic	Raw Text	Zip Code
5/18/2017	Environmental - Social and Economics	I do not favor this option because it would destroy peaceful communities and bring crime, noise and pollution to an area that is still somewhat clean. It would ruin wildlife habitats. It would destroy views from 2 popular tourist destinations in Tucson, the Arizona-Sonora Desert Museum and Saguaro National Park West. We (Tucson) would lose tourism and that would cost us jobs. We also do not want gas stations or Walmarts all over the place. People move here for the peacefulness.	85004
5/18/2017	Environmental - Social and Economics	I do not favor this route because it only benefits special interest (Chuck Huckelberry and Mr. Diamond of Diamond Bell Ranch property). It will RUIN 2 major tourist destinations, the Arizona-Sonora Desert Museum and Saguaro National Park West by polluting with noise, smell, dirt, and worst of all polluting the views that tourists come to see. This will in turn ruin jobs including mine and my husbands and those of many other Tucson residents. It is truly an awful idea.	85004
5/18/2017	Environmental - Social and Economics	I favor this route because it follows the existing I-10 corridor so it would not ruin communities, tourism, or the environment. It would not cause public outrage. It would save taxpayers money. It is win-win, so please don't ruin Avra Valley in favor of special interest (Chuck Huckelberry and Mr. Diamond of Diamond Bell Ranch properties). We (people of Avra Valley) know the alternative routes are only to please special interests. Doing so by ruining communities & tourism is wrong.	85004
5/18/2017	Environmental - Natural	I do not favor this option because it would be horrible for the environment. Animals would die from being run over. This is the eastern boundary for many reptiles. It would be deadly. It would also DESTROY the Arizona-Sonora Desert Museum and Saguaro National Park West as well as invade sacred tribal lands. Please have some respect for nature and for tribal lands and stick with improving the existing I-10 corridor. It would also save taxpayers \$.	85004
5/18/2017	Environmental - Natural	Corridor Alternatives C & D go through Avra Valley and next to Saguaro National Park and Ironwood Forest National Monument, These two plans will cost 2 billion dollars more than the plan to parallel 1-10, will pass through the last remaining Tohono O'odham ancestral saguaro camps, ending the last of saguaro harvests on the traditional lands. It will also displace wildlife and disrupt an important ecological corridor as well as causing light pollution disabling Kitt Peak Observatory's usage.	85004
5/18/2017	Environmental - Social and Economics	Corridor Alternatives C & D go through Avra Valley and next to Saguaro National Park and Ironwood Forest National Monument, These two plans will cost 2 billion dollars more than the plan to parallel 1-10, will pass through the last remaining Tohono O'odham ancestral saguaro camps, ending the last of saguaro harvests on the traditional lands. It will also displace wildlife and disrupt an important ecological corridor as well as causing light pollution disabling Kitt Peak Observatory's usage.	85004
5/18/2017	Environmental - Natural	Alternatives C and D, running through Avra Valley, will negatively impact wildlife by severing wildlife corridors and areas protected by the Sonoran Desert Conservation Plan and the Multispecies conservation plan. The impacts will not be limited to the highway itself, but any attendant construction and development.	85004
5/19/2017	Corridor Alternatives	Please DO NOT put the highway through our beautiful desert. Your highway that does not benefit US citizens does not need to destroy our environment. What is wrong the corridor that already exists through Colorado? Modify the 10 instead!	85004
5/19/2017	Environmental - Natural	Putting I-11 in this area will cut off wildlife corridors and would be destructive to the life and well being of the Sonoran Desert. I urge you to seriously consider the environmental impact of the placement of the highway and consider a route closer to I-10 or building a deck over 1-10.	85004



General comments submitted through the online comment tool			
Date Submitted	Topic	Raw Text	Zip Code
5/19/2017	Corridor Alternatives	I support the no-build option because I am concerned with the negative impacts that the I-11 Corridor will bring to people, wildlife and wild land areas. In this time of climate change we need to invest our precious time and money into actions and infrastructure that will lessen greenhouse gas emissions rather than projects like this that will encourage the increase of greenhouse gas emissions. Thank you.	85004
5/19/2017	Corridor Alternatives	I oppose corridor alternatives C and D for the following reasons: 1. Substantial extra cost 2. Disrupts Tohono O'odham ancestral saguaro camps 3. Disrupts Kitt Peak observatory with light pollution 3. Disrupts wildlife 4. Disrupts bicycling in the Tucson area 5. Is unnecessarily near to the Arizona-Sonora Desert Museum, Saguaro National Park and Ironwood Forest National Monument.	85004
5/19/2017	Corridor Alternatives	Seriously? You want to build this near and through how many monuments, roadless areas and rural havens? Mitigation of the effects is a lie; a freeway will change the area permanently and for the worse. What's wrong with our rail system? It's rated one of the best in the world. Why not upgrade and expand the rail system we have? Combine high-speed passenger rail/freight? The real reason for I-11 boils down to six words: "Someone will make lots of money."	85004
5/19/2017	Environmental - Natural	I am unalterably opposed to route options C, D, E. & F! A new freeway through the Avra Valley west of Tucson Mts. would sever wildlife connectivity between Saguaro N.P. and Ironwood t N. M. This area is pristine. A freeway will result in truck stops, subdivisions, and other devastation. I note that route options B & G each has three diamonds indicating "Best meets criteria." Why not improve capacity on I-19 & I-10 from Nogales to Phoenix! PLEASE do not ruin habitat west of Tucson Mts.	
5/19/2017	Environmental - Natural	WE LOVE OUR sonoran forest. This bypass may open up profit or convenience but lets be inconvenienced, lets forget profit. The diversity in the desert will suffer, the area will grow too fast. Just leave it be. Natural, quiet, a sight for all to see.	85702
5/20/2017	Environmental - Natural	I agree with the Tucson Mountain solution, and oppose building a highway which would endanger the ecosystem further.	
5/20/2017	Congestion	trucks bypass metro area	
5/20/2017	Environmental - Social and Economics	lessen the inversion (smog) effect in metro tucson	



General comments submitted through the online comment tool			
Date Submitted	Topic	Raw Text	Zip Code
5/20/2017	Environmental - Natural	I strongly oppose placing the freeway west of Tucson, specifically because it would hurt the peacefulness of Tucson Mountain Park West, the Desert Museum, historic Old Tucson and the Saguaro and Ironwood Monuments. I support widening I-10.	
5/20/2017	Environmental - Social and Economics	The development of this new road, because of noise, traffic and and the road itself would dramatically diminish the aesthetic appeal and property values of the neighborhoods that exist there now.	
5/20/2017	Environmental - Natural	I do not favor this option as it runs way too close to the National Park, an area that is supposed to already be protected.	
5/20/2017	Environmental - Natural, Corridor Alternatives	I do not favor this option. It is just trying to wiggle around nationally protected lands.	85603
5/20/2017	Environmental - Natural	Overall, I do not favor the western option through Pima County. It runs entirely too close to already protected lands, as well as destroys the pristine land through Avra Valley. Add capacity to both I-10 and I-19, including double decking I-10 through Tucson with no exits.	85603
5/20/2017	Corridor Alternatives	Thank you for the opportunity to comment. We are long-time residents in Tucson. To enhance the transportation corridor through the designated area, the only route that makes real sense in all areas that demand consideration (economic, ecological, environmental, convenience, community-building, etc.) is to expand the capability of the existing I-10 freeway.	
5/20/2017	Environmental - Natural	I favor following the already existing I-10 route rather than the C or D corridors. The C and D routes go through pristine, natural areas with wildlife and beauty that can never be replaced. Also, businesses on the I-10 route would be damaged. I-10 has already degraded the desert it goes through and another freeway wouldn't change the desert much. Businesses surrounding I-10 are already in place. The C and D routes go through land, landscapes, plant life and wildlife that cannot be replaced.	85603
5/20/2017	Environmental - Natural	i favor expanding the current freeway I-10 or closely aligning with I-10 so that no new pristine land and existing wild life habitat is destroyed, Alternative routes C and D would bisect the Avra Valley, thereby isolating the Tucson Mountains from natural areas to the west including the Ironwood Forest National Monument. This is highly destructive to wildlife in the Tucson Mountains, as it would cut off essential linkages between habitat area.	85603
5/20/2017	Corridor Alternatives	Wickenburg? Nogales? "I-11"? Having lived in both Tucson and Phoenix for 60 years, I am not convinced that we need a highway from Canada to Mexico, to transport goods made in China. However, if the die is cast, let the construction be by Phoenix, not Tucson. And widen current roads, not make new ones.	85603



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5/20/2017	Corridor Alternatives	I don't see the point. I vote for the no build option.	85603
5/21/2017	Environmental - Natural	I do not favor option C because of likely damage to resources in buenos aires nwr.	
5/21/2017	Congestion	I favor option C because of the relief of traffic congestion through Tucson	
5/21/2017	Environmental - Natural	I do not favor option D because of the potential resource and wildlife damage.	85710
5/21/2017	Other	I don't like the idea of people being forced out of their homes. We all moved out here for the peace and quiet. Do you think I would be driving 50 miles each way to work so that I can just live by the freeway? It's not worth any pros that you might think up. Leave our National Monument area alone. There are people that have lived out here for decades. Plus the farmlands are very important too. Farmers have dedicated their entire lives for their livelihood and you would be taking that away	85736
5/21/2017	Other	The proposed I-11 highway is a TERRIBLE idea. It will destroy the natural beauty of the Tucson Mountains and Tucson in general. DO NOT FOLLOW THROUGH ON THIS PROPOSED PROJECT. IT IS A TERRIBLE IDEA.	85719
5/22/2017	Corridor Alternatives	Options C and D are entirely unacceptable. Either option will destroy the Avra Valley, encroach on tribal lands, take away public lands (BLM), and place a barrier between a national monument and a national park. There are no mitigation practices that can justify options C or D. Tucson has long opposed such a destructive idea, and that will not change. The "no build" and G/B are the only options that would serve our communities. If you push for C or D, you will have a PR nightmare on your hands.	85194
5/22/2017	Environmental - Natural	I support the no-build option because I am concerned with the negative impacts that the I-11 Corridor will bring to people, wildlife and wildland areas. In this time of climate change we need to invest our precious time and money into actions and infrastructure that will lessen greenhouse gas emissions rather than projects like this that will encourage the increase of greenhouse gas emissions.	85390
5/22/2017	Environmental - Natural	This is the only group i am aware of that has even asked for the peoples opinion! I am opposed to I 11 on the grounds of environmental damage. We should be spending this money elsewhere and attempt to live more locally and regionally. So i would say i do not favor any of the choices given.	85711



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Date Submitted	Topic	Raw Text	Zip Code
5/22/2017	Environmental - Natural	The proposed I11 is unnecessary.	85747
5/22/2017	Corridor Alternatives	I strongly oppose corridor alternatives that would pass through Avra Valley, as compared with alternatives that would entail increased capacity along I-10 east of the Tucson Mountains.	85284
5/22/2017	Other	I am opposed to the proposed I-11 Project and support a NO-BUILD OPTION for the following reasons: 1. I-11 would negatively impact wildlife and wildland areas 2. I-11 is one more unwise waste of taxpayer money on a highway, promoting increased fossil-fuels consumption and exacerbating climate change. 3. I-11 would expand the movement of fossil fuels and other hazardous materials, raising the prospect of dangerous accidents and spills in rural, urban, and environmentally sensitive areas.	Maricopa a
5/22/2017	Corridor Alternatives	I support a NO BUILD option	85743
5/22/2017	Environmental - Social and Economics	Why not go up instead of west, I. e. build above I-10 which is already in place. In a future I won't live to see, there will be less need for highways and our descendants will wonder why we created all these eyesores! Read Door to Door.	85646
5/22/2017	Corridor Alternatives	I do not approve of the corridor in Avra Valley. It would mean loss of homes, wildlife, including those already endangered, light pollution which will impact Kitt Peak's ability to continue. The only person wanting this is Huckleberry who will destroy the desert at any cost. The city of Tucson, AZ game and fish, among others all disapprove. Do what the majority wants for a change. Use existing highways.	
5/22/2017	Environmental - Natural	I support the no-build option because I am concerned with the negative impacts that the I-11 Corridor will bring to people, wildlife and wildland areas. In this time of climate change we need to invest our precious time and money into actions and infrastructure that will lessen greenhouse gas emissions rather than projects like this that will encourage the increase of greenhouse gas emissions.	85745
5/22/2017	Corridor Alternatives	I do not favor this option C because it goes through the Avra Valley, which is now an almost pristine area without the kinds of infrastructure required to follow a major interstate route. We need the connectivity between the Tucson Mountains, to the east of this area, and the mountainous areas to the west of this area, to protect biodiversity. This route would also take business away from exisitng businesses along the I10 corridor, which is harmful to current resident owners and employees.	85710



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5/22/2017	Corridor Alternatives	I support a no build alternative for many reasons, including the importance of protecting the natural world by limiting the footprint of autos.	85653
5/22/2017	Environmental - Natural	Why are we even thinking about doing this? Need more room for truckers? Widen the I10, the environmental impact would be reduced. Besides have you considered that the current administration has insulted Mexico in such a way that surely the trade with them will have been greatly reduced. Tearing your way through this extremely sensitive area is unconscionable. We fought to get these places protected through monuments and Sonoran Desert Conservation Plan, and we will continue to fight if we must.	85653
5/22/2017	Environmental - Social and Economics	Why are we even thinking about doing this? Need more room for truckers? Widen the I10, the environmental impact would be reduced. Besides have you considered that the current administration has insulted Mexico in such a way that surely the trade with them will have been greatly reduced. Tearing your way through this extremely sensitive area is unconscionable. We fought to get these places protected through monuments and Sonoran Desert Conservation Plan, and we will continue to fight if we must.	85641
5/22/2017	Corridor Alternatives	I want to make sure that on any voting options, there is a "no build" choice for people who do not want ANY new construction on I-11!	80304
5/22/2017	Other	Please stay away from public lands. I suggest widening I-19 from Nogales to Saurita Rd, Connect there to I-10, go north around Davis Monthan, up to Ina. Connect back to 10 widening 10 to avoid precious and fragile natural public lands. Widen 10 and 8 to the north western proposed area. Public lands will be threatened by more interstate activity such as convenient stores, residential developments light, land and air pollution. Simply widen most of what is already there.	85705
5/22/2017		widen this part of I-19 leaving public lands both east and west undisturbed.	85745
5/22/2017	Environmental - Natural	Use Sauhrita Road as a connector to Tucson/I-10 developing an interstate around Davis Monthan. Connect at Ina Rd. This will give east Tucson a quick venue to either I-19 or I-10.	85745
5/22/2017	Corridor Alternatives	Please do not build highway 11. I am out by Saguaro Park West, and we do not need or want another highway! It is truly NOT NECESSARY and will disrupt the residents, probably cause more businesses to be built on open land, as well as disrupting the wildlife. Thanks for hearing us!	85745
5/22/2017	Corridor Alternatives	I favor following the existing routes through this corridor. Routes 19, 10, 8, and 85 can be improved and expanded to handle the projected increase in traffic without the destruction of large swaths of our natural treasures as well as the rampant development that would certainly follow any separate bypass option.	85745



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5/22/2017	Corridor Alternatives	Choose Option B for I-11. Routing I-11 along Tucson's existing I-10 corridor is superior to any route through the Avra Valley. It will cost significantly less to build. It will avoid squeezing a 4-lane interstate onto a narrow 2-lane road that runs next to sensitive areas. It will preserve the world's most treasured Saguaro forest areas for future generations to enjoy. Options C and D through the Avra Valley are non-starters driven by self-serving political boondoggle. Choose Option B for I-11.	85745
5/22/2017	Congestion	I do not favor the i11 going through Avra Valley or Picture Rocks. The environmental impact would be devastating on wildlife and the air quality... the congestion of traffic and noise that it would bring would greatly disturb the peace and quiet that is the main reason that we moved out of the city. Thank you for hearing my opinion.	85745
5/22/2017	Corridor Alternatives	I support the no-build option because I am concerned with the negative impacts that the I-11 Corridor will bring to people, wildlife and wildland areas. In this time of climate change we need to invest our precious time and money into actions and infrastructure that will lessen greenhouse gas emissions rather than projects like this that will encourage the increase of greenhouse gas emissions.	85620
5/22/2017	Other	This is so close to current homes. Some have lived out here for years. Why can't the route go through more remote areas so people don't have to be relocated??	85716
5/22/2017	Environmental - Natural	Disruption of a National Forest is unnecessary (the route could go around the west side of the monument) and would create a congested area by being so close to I-10.	85749
5/22/2017	Environmental - Social and Economics	I support the no-build option. In March 2016, two desert bighorn sheep used the Tucson Mitigation Corridor to migrate from Ironwood Forest National Monument to the Tucson Mountain District of Saguaro National Park. This natural migration, already made extremely difficult by fragmented habitat, would become impossible with an interstate corridor running through. In addition, we need to start moving towards a clean energy economy, and should instead focus on clean energy transportation projects.	85733
5/22/2017	Other	It looks okay to me. I wonder how close it is to the new LDS Temple.	85020
5/22/2017	Corridor Alternatives	I see options C and D pass thru the Arva valley. This would place the highway to close to important natural areas, namely Ironwood Forest National Monument and Saguaro National Park. The noise and pollution would be detrimental to both.	85701
5/22/2017	Environmental - Natural	The entire proposed I-11 run through Avra Valley would jeopardize the natural environment of two national parks and monuments and may jeopardize the integrity of a wildlife refuge in the southern range. In addition, it would disrupt agriculture for years to come, and poison rural life for thousands of Avra Valley residents. It would be better (and cheaper) to add a stack to I-10 through Tucson and down I-19.	85745



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5/22/2017	Environmental - Natural	I favor this option because it keeps additional development of the freeway in areas already so developed without any additional disruption of natural and rural areas.	85735
5/23/2017	Corridor Alternatives	Please just enlarge the I10 and don't make another corridor for another road. The proposed corridor by passes all the people that should have access to a better infrastructure and would benefit the most.	85736
5/23/2017	Environmental - Natural	Alternative route D bisects the Avra Valley, thereby isolating the Tucson Mountains from natural areas to the west including the Ironwood Forest National Monument. This is highly destructive to wildlife in the Tucson Mountains, as it would cut off essential linkages between habitat areas. I believe it is entirely unnecessary to destroy the almost pristine area of Avra Valley, which currently has no transportation or telecommunications infrastructure, adding noise, pollution and dust	85743
5/23/2017	Environmental - Social and Economics	I do not favor this proposal for the damage it will have to both the native communities it crosses through, the environmental impact it will cause, and for the poor use of state funds.	85743
5/23/2017	Corridor Alternatives	I absolutely do NOT want to see the proposed I-11corridor running between Ironwood Natl Monument and Saguaro Natl Park West. We live in this area for it's peace, nature, and quality of life. It is also a culturally sensitive area. Please consider an alternative route that would have less impact on the precious desert environment between the two monuments. Thank you.	85653
5/23/2017	Environmental - Natural	Where will Tucson store its water?..How much do we pay to relocate our water? Where will we put our water? Whats more important, getting your fat sack of guts from point A to point B or having water for the future?	85718
5/23/2017	Corridor Alternatives	A route thru the Papago Reservation instead of Avra Valley would be better IMHO. Extending it east from 1-19 to I-10 would complete this as a bypass route attractive to traffic not stopping in Tucson. A bypassing route would relieve traffic on I-10 thru Tucson and be a fast and safe route for truck traffic which is not destined for Tucson. This Reservation route would create economic opportunity for the Reservation. I have previously written a piece on a Tucson Bypass. Contact me my mail for it	21701
5/23/2017	Corridor Alternatives	I support a no-build alternative.  We need projects that protect our environment, our people and our futures and the I-11 Corridor is not one of them.	85712
5/23/2017	Environmental - Natural	I do not like any options that interfere or effect national parks and wild life areas.	85716



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Date Submitted	Topic	Raw Text	Zip Code
5/23/2017	Environmental - Natural	I do not favor the proposed route for I-11 which cuts through several important cultural & ecological sites. I think the negative impacts on water, the environment, & the people of this area, as well as the costs are not worth the small benefit of a Phoenix detour.	85653
5/23/2017	Environmental - Natural	Meant to say *Tucson detour in my previous comment. As a cyclist who enjoys the quiet of bicycling west of the Tucson Mountains, among the incredibly rich biodiversity of our region, I am further compelled to think that this will have such harmful impacts on the unique & valuable flora/fauna of this region.	85750
5/23/2017	Environmental - Social and Economics	Please build double-decker; less destructive and less expensive!	85716
5/23/2017	Environmental - Natural	I feel Environmental, Natural, Social and Economics must all be considered. The most emphasis should be placed on Environmental/Natural because I believe the wildness of Arizona is the main draw to our State. Tourism is soooooo important; it brings in a lot of money to our State. The wildness of Arizona is good for the environment of Arizona and for the Earth!!	85743
5/23/2017	Environmental - Natural	ADOT should be looking at rail alternatives, instead of building another interstate. You're investing our tax money in an outmoded form of transportation that has negative impacts on riparian environment and wildlife corridors. Besides, having grown up in Southern California, I've seen how new highway construction INCREASES congestion, not decreases it.	85745
5/23/2017	Other	The I-11 project is an uninspired vision of economic vitality and I DO NOT support the project. As a young professional who chose to move back to Tucson after a decade spent in Chicago, it pains me to see BILLIONS wasted on funding antiquated notions of connectivity with little vision of what a robust, multi-modal transportation system could bring our region. Plus, have you considered that your economic projections depend on NAFTA, which may be impacted if the new administration has its way?	85745
5/23/2017	Environmental - Social and Economics	In my opinion, this corridor would create more traffic and lead to more congestion in both Phoenix and Tucson. I would recommend investing these limited taxpayer dollars in public transportation, including the possibility of a high-speed passenger rail from Nogales to Las Vegas. Trucks can use existing rail and highways.	85701
5/23/2017	Environmental - Natural	Regarding the Route 11 (I-11) Corridor: We are very much opposed, not only because of the certain destruction of the flora and fauna--already reaching alarming proportions--but additional highways are not the solution to Southern Arizona's traffic and transportation problems. Let's build a subway, improve public transportation with a rail system or similar vehicles. Freeways attract traffic and hazardous driving conditions, scar the landscape, isolate people from one another, waste resources.	85224
5/23/2017	Environmental - Natural	I do not favor putting in a new "corridor" to run through the desert. There already exist sufficient roads between Southern Nevada and Arizona. Every road disrupts natural habitats. The hubristic notion that we as people should be able to damage the earth makes me sick. We need natural habitats. Other creatures deserve to live. Another road means more gas stations, hotels, gas fumes, debris and disregard of natural habitats. Please don't do this.	85745



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5/23/2017	Corridor Alternatives	I do not favor corridor option C because it would affect Cornado National Forest and several national park areas. Option C would also impact the Tohono O'odam and Yaqui lands. It would turn areas of nature and culture into an urban environment. It would disrupt animal migration and health and destroy more of the desert.	85743
5/23/2017	Corridor Alternatives	I do not favor corridor option D because it would affect several national park areas and rural communities. Option D would also impact the Tohono O'odam and Yaqui lands. It would turn an area of nature and culture into an urban environment. It would disrupt animal migration and health and destroy more of the desert.	85701
5/23/2017	Corridor Alternatives	I support using the existing I-19 and I-10 corridors, option A, to create Interstate 11. I also urge that as little expansion as possible take place to minimize the destruction and pollution that more traffic will cause. It is a delicate balance between economic, community, and environmental values. Expand, improve I 19 and I 10 only for what is actually needed. Such expansion will have a detrimental effect on people, land, air, water, animals.	85282
5/23/2017	Corridor Alternatives	I support using the existing I-19 and I-10 corridors, option A & B, to create Interstate 11. I also urge that as little expansion as possible take place to minimize the destruction and pollution that more traffic will cause. It is a delicate balance between economic, community, and environmental values. Expand, improve I 19 and I 10 only for what is actually needed. Such expansion will have a detrimental effect on people, land, air, water, animals.	85743
5/23/2017	Environmental - Natural	I do not support options C & D because they will have a destructive impact on Ironwood National Forest, the rural communities in that area, the desert, and the animals.	85743
5/23/2017	Public Process	I object to there being no opportunity to ask questions to the main speaker at the recent Tucson Interstate 11 forum. Undemocratic! Some questions were personal and better answered one-on-one. However, there were many general questions or definitions of terms that would have benefited everyone to hear. For example, I was curious about specifically & exactly what it would mean to "use the existing I-19 and I-10" and the people at the map tables did not have a sufficient answer.	85743
5/23/2017	Safety and Security	This project is insane. It is based on an outdated growth model. It essentially parallels an existing highway, I-10 - but what makes it even worse it that it is proposed to cut through valuable Sonoran desert habitat. The economic value of tourism in these fragile, desert regions outweighs any potential benefit that could come from building this freeway. A more cost effective solution would be to enhance the existing I-10 corridor + enhance rail options between Tucson & PHX. Speed kills people.	85716
5/23/2017	Environmental - Social and Economics	Do not build the I-11 highway through Avra Valley! I-10 is much improved with 3 lanes and can continue to be improved. This would have a devastating effect on the desert and wildlife and displace many homeowners for a highway that is not needed. The desert there is uniquely beautiful and very close to a national monument that would be changed forever.	85701
5/24/2017	Corridor Alternatives	Building the I-11 corridor through Avara Valley will take my home and 2 acre lot. It will be built where my mailbox is located. I'm opposed to this NEEDLESS spending and SENSELESS DESTRUCTION of homes and habitat. Please explore other corridor alternatives that will not cause such severe impact to this special environment. Continue improving the I-10 interstate link between Phx and Tucson	85004



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5/24/2017		<p>save our homes and habitat</p> <p>NO to I-11 highway through Avra Valley</p> <p>YES to IMPROVEMENTS to Interstate 10</p>	85004
5/24/2017		<p>Save the saguaro</p> <p>Save the deer</p> <p>Save the tortoise</p> <p>Save my house</p> <p>NO TO I-11 Avra Valley Corridor</p>	85004
5/24/2017	Other	Going through Wickenburg will be much more expensive than going around it and joining at 71. Routing through Wickenburg would also change the town environment.	85718
5/24/2017	Environmental - Natural	Routing this road between The Ironwood Forest National Monument, Saguaro Park and the Tucson Mountains will cut off natural animal migrations and movement corridors. Putting this road so close to these natural areas will adversely effect these wonderful places. The last remaining native herd of big horn sheep in the Tucson basin reside on the Ironwood. They have been seen in Saguaro Park as well as in the Tucson Mountains. This road could be the beginning of the end for them.	85716
5/24/2017	Environmental - Natural	Way too close to Saguaro National Park West and the Sonoran Desert Museum. Keep it on I-10, go double deck. Keep the pollution away from the parks and museums!!	85719
5/24/2017	Corridor Alternatives	I see no reason to have a corridor that parallels I-19 and I-10. It's a waste of tax dollars and it will hurt the desert environment, especially Avra Valley. If it were much further to the west, it might make sense, but since I-19 and I-10 connect Nogales to Tucson and Phoenix, it's redundant and wasteful.	85743
5/24/2017	Corridor Alternatives	As a Picture Rocks/Avra Valley resident, I adamantly oppose any corridor option through this area. We moved out here for many reasons - peace and quiet, no major highways, virgin desert, open space, low traffic, etc. A by-pass through our area will destroy the reasons most folks moved here! The least expensive and most practical option suggested was to built a by-pass over I10. Why has this option been canned? The real reason? NO BY-PASS IN OUR DESERT!	85745
5/25/2017	Environmental - Natural	<p>I oppose the I-11 corridor through Avra Valley because the environmental impact is too great, starting with the destruction of my home for 40 years.</p> <p>Improve Interstate 10, the corridor is already been established.</p> <p>I don't understand the need for a new highway west of the Tucson Mountains.</p>	85004
5/25/2017	Corridor Alternatives	<p>I totally oppose the proposed I-11 corridor through Avra valley. This route would cause great destruction through a historic national wonder of a location, the site of many ancient petroglyphs, and the unique Desert Museum. It would destroy the natural environment in Picture Rocks, AZ and the scattered rural communities in the area.</p> <p>There is a viable commercial corridor option in the current I-10 route. The Avra Valley route is advocated by large property owners who would profit.</p>	85139



General comments submitted through the online comment tool			
Date Submitted	Topic	Raw Text	Zip Code
5/25/2017	Environmental - Social and Economics	All proposed routes for I-11 would cut off major corridors for wildlife movement between sky islands. This interstate also provides yet another vein for which drug and human trafficking can enter the US from MX. The path it follows mirrors existing interstates that could be widened and better maintained instead of constructing a brand new system.	85716
5/25/2017	Corridor Alternatives	I do not Prefer Option "I". I have lived on Escondido Road since 1998. It is quiet and remote and peaceful. I keep my horses in my backyard and am able to ride off my property without trailering them. We do not desire a new freeway be routed through Hidden Valley and Haley Hills, especially when Interstate 8 and Hwy 85 may be utilized as alternative routing.	27539
5/25/2017	Corridor Alternatives	I do not support Option "I". I own property on Ivory Road along the Vekol Wash/BLM Land. For the most part, we only have one way in and one way out to access out homes in the Haley Hills/Booth Hills area and the proposed routing that cuts across Warren Road and Teel Road will adversely impact local traffic in the area. This Freeway won't be used by the locals on a daily basis to access employment and schools. Use "K" and "L" or keep it North of Papago Road and East of Ralston.	85713
5/25/2017	Corridor Alternatives	I favor elimination of Option "I" as a possible route. I have lived in the Haley Hills area since 1998. It is peaceful and QUIET. Trucks can be routed to I-8 (existing route) and Hwy 85 (existing route) instead of tearing up native desert and disrupting the homes of the desert dwellers in Western Pinal County. We love our quiet lifestyle here. Keep I-11 away from us - at a minimum North of Papago and West of Ralston Road, but preferably NOT AT ALL!	85743
5/25/2017	Corridor Alternatives	I do not support Option "I". We only have one viable way to access our properties near Haley Hills and that is via Warren Road. Routing I-11 this close to our Ranches will create an undue burden for us and complicate getting to and from our properties. Keep Hidden Valley Hidden!	85745
5/25/2017	Environmental - Natural	I oppose corridor C because the environmental, historic, archeological, and urban sprawl impacts could not be adequately mitigated	27704
5/25/2017	Environmental - Natural	I oppose corridors C and D because the environmental, historic, archeological, and urban sprawl impacts could not be adequately mitigated	85745
5/25/2017	Other	I am against i11 coming through acts picture rocks area. This is an environmental hazard, it will destroy the Wildlife corridor, pollute our neighborhoods, we live here to be in the country. Most of all this is a corrupt political decision to gain money and business. The big business with our county are making a more expensive choice to suit their personal gain. The sonorean desert the city of tucson agree. Put i11 on i10.	85743
5/25/2017	Corridor Alternatives	I am ademently against i11 in picture rocks. I disagree with the logic. It makes no sense and is very costly. I11 should be on i10	96744



General comments submitted through the online comment tool			
Date Submitted	Topic	Raw Text	Zip Code
5/25/2017	Other	This I loving project would disturb a lot of the nature and the animals I live out here in Picture Rocks for the peace and quiet and putting this highway through here would disturb all nature people come out here to visit and they love coming out this way for the tranquility and for the National Park to take pictures of the beauty out here and you will destroy that with this highway going through	85641
5/25/2017	Corridor Alternatives	I am opposed to building a freeway down Avra Valley. It would be much better to add a deck to the existing freeway than to harm or destroy the ecosystem of the valley.	85745
5/25/2017	Corridor Alternatives	I do not support options C and D due to the fact that the best option remains on the I-19 and I-10 corridors. Green field construction in the Avra Valley area creates an unacceptable environmental impact on the residents, flora and fauna of the area. Options C and D will only serve the interests of developers and land speculators. I chose to live in Avra Valley because it is isolated and out of the way and it should remain so.	85641
5/25/2017	Environmental - Natural	To put a freeway through Avra Valley and Picture Rocks is absurd. This is an area that is home to many wildlife species in addition to people who chose this area to get away from exactly the kind of noise, development and congestion this would bring. There is already a far less costly option to double deck I-10 so why enrich a few (the developer friends of Huckleberry) to the detriment of many and the natural beauty that people who don't even live in the valley come to enjoy.	85704
5/25/2017	Corridor Alternatives	I am not in favor of corridor option C or D because there will be a freeway in front of my house, possibly a raised freeway. We moved to the Avra Valley for the quiet and the dark sky. A freeway would ruin all that plus negatively impact the Sonoran Desert Museum and the tourism in this area, the western part of Saguaro National Park. This freeway is a bad idea for this area. Double-deck I-10 instead.	85719
5/25/2017	Congestion	Please do not go through acts valley and ruin our home with your crowded interstate. It will destroy our home with people noise and bad elements that follow interstates	85743
5/25/2017	Corridor Alternatives	I support the no-build option because I am concerned with the negative impacts that the I-11 Corridor will bring to people, wildlife and wildland areas. In this time of climate change we need to invest our precious time and money into actions and infrastructure that will lessen greenhouse gas emissions rather than projects like this that will encourage the increase of greenhouse gas emissions.	85138
5/25/2017	Environmental - Natural	I do not approve of this highway, which would impact the precious sky islands. These areas serve a safety nets for many species of birds and other animals that are not desert dwellers. Roads themselves impact the ability of animals to move around freely. They are too often also death traps for creatures that do attempt to get across. These creatures are an important part of the eco-system of our Southwest. Please give them the protection they need.	85139
5/25/2017	Corridor Alternatives	I very much oppose corridor options C and D through the Avra Valley. A corridor through this area will over time destroy the delicate enviornment of the Ironwood and Saguarro National Forest and Parks.	85743



General comments submitted through the online comment tool			
Date Submitted	Topic	Raw Text	Zip Code
5/25/2017	Environmental - Natural	I am opposed to corridor options C and D because they pass through an area that is very rural, and the corridor would feed sprawl and destroy the natural area. In general I am opposed to the freeway, but if it must be built, please us area already developed.	85716
5/25/2017	Environmental - Natural	I am opposed to corridor options E and F because they pass through an area that is very rural, and the corridor would feed sprawl and destroy the natural area. In general I am opposed to the freeway, but if it must be built, please us area already developed.	85750
5/25/2017	Environmental - Natural	This area between the Tucson Mountains and the Silver bell Mountains is a critical link for wildlife. We have already impacted many of the wildlife corridors in this region threatening the existence of many species. We need to save this one. Our wildlife, our natural landscapes are a national treasure and deserve protection.	85735
5/25/2017	Corridor Alternatives	I do not favor either of the corridor alternatives for several reasons. First, improve the existing infrastructure, why spend more money to build an entirely new interstate, the existing interstates can be improved to accommodate increased traffic, additionally, as a business owner in Tucson, I do not want traffic that can benefit my business being taken away by another interstate, all restaurants, hotels, convenience stores and other retail outlet owners I have spoken to feel the same way.	85131
5/26/2017	Corridor Alternatives	Improving I-10 would be much more efficient. The 2 seem to parallel each other in many areas, NO Build. let's be cost effective.	85743
5/26/2017	Environmental - Natural	This project is insane. The environmental impact is huge, for the national park plants, wildlife as well as the residents (fumes form the exhausts carried by the dominants winds which come from the west . There is no justification for this project, the traffic on the I 10 is does not justify such a waste of money. Please abandon it and use the fond to expend the I 10 where is is needed.	85743
5/26/2017	Environmental - Social and Economics	Terrible for the environment, the air we breathe (Most of the winds come from the west), the destruction of plants and natural habitat. Not justified by the traffic on the I 10 which much better since all the existing improvements. No economic benefit with this option Tax payer money waste. This loop does not make sense. (See general comment).	85743
5/26/2017	Environmental - Natural	I am against the I 11 corridor construction.	85745
5/26/2017	Environmental - Natural	Please keep the I-11 corridor to existing highways and away from the Avra Valley, the Hassayampa River, and the Vulture Mountains which would block wildlife migration paths and create further opportunities for exurban sprawl	85629



General comments submitted through the online comment tool			
Date Submitted	Topic	Raw Text	Zip Code
5/26/2017	Environmental - Natural	I oppose this project	85743
5/26/2017	Environmental - Natural	I do not support this due to the environmental impact it will have	85653
5/26/2017	Environmental - Natural	I do not support this because of the environmental impact it will cause.	85653
5/26/2017	Environmental - Natural	Hello, As a former resident of Arizona I'm very concerned that the proposed highway will be dangerous for the wildlife in the area.	85374
5/26/2017	Corridor Alternatives	NO to Option C!! I do NOT favor or want Option C for the I-11 corridor! I am very opposed to this. This option would increase commercialization, other development and traffic in this area. Horrible. Not to mention the devastating environmental impact. No to Option C!	85718
5/26/2017	Other	I am against any plan to create I-11 west of the Tucson Mountains, i.e. through Avra Valley. It would be bad economics for Tucson, as in bypassing the city it would reverse the gradual renewal of the urban core that has improved public safety and profitability in Tucson over the past 15 years. A bypass would divert commerce away from the city; instead we need to keep money flowing in and through the urban core, no matter the short-term growing pains that may be felt.	85653
5/26/2017	Corridor Alternatives	I prefer the Route A>Route B option for bringing the new I-11 corridor from Mexico through the Tucson area. This routing has already been acknowledged as the most economical of the presented options. I also like that it avoids intrusion into areas of historical, cultural and environmental importance that should be protected.	85743
5/26/2017	Corridor Alternatives	I do not favor this route. It intrudes through areas of historical, cultural & environmental significance that should be protected, not lessened or destroyed by unnecessary development. It also cuts through an area with a high number of teenage runaways. I can't even imagine the tragedy waiting in truck stops along a tri-national interstate here. A viable and less expensive option exists.	85743
5/27/2017	Environmental - Social and Economics	Schools with a beautiful quiet town park with swimming, skate park, play ground, base ball, basket ball, volley ball and a community center tailored around older people that live here just for the peace and quiet away from traffic and noise. We the people of Picture Rock only have one blinking stop light and thats to much, plus upper end homes near by with acreage. 70% own horses and or farm animals. Please dont run this interstate threw this real wild west town next to old tucson studios	85735



General comments submitted through the online comment tool			
Date Submitted	Topic	Raw Text	Zip Code
5/27/2017	Other	Please approve	85743
5/27/2017	Environmental - Natural	We must preserve the Avra Valley and all the preserves located there. It is a major "plus" for residents and visitors. Please don't ruin it with development and more highways. There are less expensive and more appropriate alternatives.	85705
5/27/2017	Corridor Alternatives	Both your Purpose and Need Statements are extremely vague. There are no facts such as numbers to substantiate any of the bulleted items. Almost all of the bulleted items can be eliminated with the statement that we already have a freeway. Lastly, the item homeland security/ national defense is the most vague of all: how in the world does a second freeway help our nation to be more secure? Provide facts not just talking points. Please.	85719
5/27/2017	Other	I think building a interstate paralleling an existing interstate at a cost of billions makes no sense. Not to mention the noise damages to Saguaro National Park. The money would be more wisely spent expanding and maintaining I-10 at a considerable lower cost.	85716
5/27/2017	Corridor Alternatives	I do not favor any highway route through Avra Valley. Trapped pollution impacting air quality and water reservoirs that service Tucson drinking water. Light and air pollution catastrophic to Kitt Peak and its scientific and economic importance. Catastrophic environmental and economic impact on Saguaro Forest already compromised ecosystem (Science, photographers, motion pictures, tourists). Cost of displacing homes & probable lawsuits. Payment for land when we already own I-10 land route	85122
5/28/2017	Corridor Alternatives	Online comments are limited to 500 characters, which precludes thoughtful and substantive input from the public. Because my comment contains more than 500 characters, I am submitting it by mail. Please ensure it is included with all other public comments.	85122
5/28/2017	Public Process	This is an unwarranted waste of money. I-19 and I-10 are perfectly capable of handling the traffic. If anything needs to be done it would be to widen I-10.	85383
5/28/2017	Environmental - Natural	Thank you for the opportunity to comment, specifically about the South Section (labelled C and D) indicating roadway development between Tucson Mountains/Saguaro National Park - West and the Silverbell Mountains/Ironwood Forest National Monument. Please keep development to expansion of I-10 and do NOT block connectivity of wildlife corridors and destroy wildlife habitat in this area.	85629
5/28/2017	Other	I am against The I 11 bypass travelling through Avra Valley / Picture Rocks Area.  I feel it would be placed on I 10.	85326



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Date Submitted	Topic	Raw Text	Zip Code
5/28/2017	Corridor Alternatives	Dear Sir, I am not in favor of any option. I am not in favor of an I-11 in any form. Dot not fund or build the proposed interstate.	85326
5/29/2017	Corridor Alternatives	I could provide map comment. I think option B that utilizes interstate 10 is best as it will disrupt our pristine desert the least.	85326
5/29/2017	Corridor Alternatives	This is by far the best option. Tucson already has the infrastructure to accommodate travelers and local businesses like having them. The other options would destroy pristine areas, including ones next to national monuments and parks. We NEED to preserve natural areas, not urbanize them.	85745
5/29/2017	Corridor Alternatives	NO! Don't develop a rural area. Leave the heavy traffic in Tucson.	85719
5/29/2017	Corridor Alternatives	NO! Don't develop a rural area. Leave the heavy traffic in Tucson.	85139
5/29/2017	Corridor Alternatives	The is the best option, a place where a high-density roadway is already built. Don't put them in pristine areas, where people chose a rural lifestyle and where animals can roam more freely.	85701
5/29/2017	Corridor Alternatives	I do NOT support any alternative that will bisect the Avra valley, and cut off the national monuments/parks in this area. USE EXISTING CORRIDORS!! I do NOT support a route that would go through the Sonoran Monument either. There will be too much development/congestion/lights/sounds/ etc. that will destroy the very soul of these special areas. Roads we can always have.....special places, once gone, are gone FOREVER!!!	85737
5/29/2017	Corridor Alternatives	I do NOT support any NEW roadway.....use existing corridors. Do NOT destroy monuments/parks/Avra valley with the building of new roadways. Once these areas are destroyed by new roadways/development, there is no getting them back. NO TO NEW ROADWAYS with the I-11 corridor.	85711
5/29/2017	Environmental - Natural	What is this a crazy 45 scheme to do away with public lands and landmarks. Please they would t know a desert unless it was some fancy ass Palm Springs. Stop this now before there is nothing left of our beautiful places.	



General comments submitted through the online comment tool			
Date Submitted	Topic	Raw Text	Zip Code
5/29/2017	Corridor Alternatives	Over the past 11 years as a Green Valley resident I have witnessed a large increase in the traffic on I19 going past Green Valley. Therefore, I strongly urge the bypass route around this quiet retirement community.	
5/29/2017	Environmental - Natural	The C and D alternatives' proximity to Saguaro National Park and Sonoran Desert Museum negatively impacts the air quality, noise, experience, and animal quality of life within these two gems.	
5/30/2017	Environmental - Natural	NO to I-11 Avra Valley Corridor Proposal THIS PLAN WILL DESTROY MY HOUSE AND HOME  LEAVE THE WEST SIDE OF THE TUCSON MNTS ALONE  CONTINUE IMPROVEMENTS ON I-10	85004
5/30/2017	Corridor Alternatives	I oppose alternative routes C and D that bisect the Avra Valley. It isolates Tucson Mountains from natural areas to the west including the Ironwood Forest Nat'l Monument. This is highly destructive to wildlife in the Tucson Mountains, as it would cut off essential linkages between habitat areas. I believe it is entirely unnecessary to destroy the almost pristine area of Avra Valley, which currently has no transportation or telecommunications infrastructure, adding noise, pollution and dust.	
5/30/2017	Environmental - Natural	I do not favor this alternative as it is too close to Saguaro National Park and will ruin the solitude and nature that people visit it for. There is already heavy local traffic on Sandario Road.	
5/30/2017	Environmental - Social and Economics	I do not favor construction anywhere near Picture Rocks and Saguaro National Park. An interstate will ruin the rural area, threaten wildlife, cause a loss of tourism and create noise/air pollution for this area. You need to consider double decking Interstate 10!	85745
5/30/2017	Environmental - Natural	Corridor options C and D would fragment a vast open space in Avra Valley. The impact of an interstate so adjacent to federal scenic, wildlife, habitat protection reserves would be very degrading. Potential negative impact to Tucson Water properties and water resources is real. NO to C and D. Yes to B if the road is to be built. Thank you.	85743
5/30/2017	Corridor Alternatives	I think that a new freeway (I 11) should be built over or parallel with I 10 (and I 19 south) to maintain a clear travel route to the Mexican border. I have lived in the Picture Rocks community for 18 years. I know that a freeway west of the Tucson mountains and in the Avra Valley area will greatly damage the delicate and exquisitely unique desert flora and wildlife. The survival of our beautiful desert should be our first priority. Thank you.	85745
5/30/2017	Other	I do not support I-11...it will impact wildlife corridors, kill precious saguaros & bring pollution & noise to the area. We already have the I-10, which should be expanded to 6 lanes north of Red Rock.	85745



General comments submitted through the online comment tool			
Date Submitted	Topic	Raw Text	Zip Code
5/30/2017	Other	I am against I-11 because It would destroy plants and the wildlife corridor in this area. It would also create noise and pollution. I would rather expand the current I-10	85745
5/30/2017	Other	I highly oppose any highway going through Avra Valley, and destroying hundreds of acres of pristine desert. This area is not appropriate for a highway. Double decking i-10 is the only way to go. The infrastructure is already there. Please do not even consider building a highway along the Avra Valley/Sandario corridor. It would displace and disrupt hundreds of thousands of animals, and disrupt the lives of so many people. This is a terrible idea.	85745
5/30/2017	Corridor Alternatives	Please do not bring I-11 through the sacred land of Saguaro Natl Monument, Picture Rocks, Tribal Lands and Desert Museum. PLEASE	85745
5/30/2017	Environmental - Natural	I disapprove of C&D, The green lines (C&D) are a proposed mega-highway that would cut through Avra Valley, picture rocks, Saguaro national monument, Tribal lands, the CAP reservoirs, Tucson mountain park the Desert museum and much more. It would bring unnecessary development of hotels, gas stations and enormous planned communities from rich developers backing this plan.	85705
5/30/2017	Environmental - Natural	Corridors C and D seem as if they have been designed to damage the area. Why is it that we must always sacrifice additional unspoiled natural space for the convenience of traffic? Why not widen the existing route instead?	85743
5/30/2017	Corridor Alternatives	The lands around Tucson Mountain Park and Saguaro National Monument west must be kept intact and preserved. Constructing a freeway route through that area would be devastating. This is truly a one of a kind area of Tucson and it needs to remain wild and untouched. Thank you for your time.	85653
5/30/2017	Corridor Alternatives	I am a resident of Avra Valley. I oppose any placement of a freeway thru Avra Valley as such placement will destroy Avra Valley environmentally and socially. I believe we should instead expand the capacity of the existing I-10 I-19 freeways to handle additional traffic. Once we destroy the desert it's gone, never to return. We need to preserve the desert. We owe it to our grandchildren.	85719
5/30/2017	Congestion	I prefer this option because it is further away from my neighborhood, Vista Royale. We already have Highway 93 running along the north side of our neighborhood and I prefer to not also have a freeway running along our west side of our neighborhood as well. 93 already creates traffic issues for us. Farmers also use the property around our area for free range purposes and they have water systems set up so I suspect this option would be better for them as well. Thank you for your time.	85743
5/30/2017	Corridor Alternatives	"B" is the best solution for another highway. If you pick the other's Tucson will start to die. More importantly the other routes take away land that is tribal and historically scenic.	85260



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Date Submitted	Topic	Raw Text	Zip Code
5/30/2017	Environmental - Social and Economics	I oppose section D where I live. 1st hand knowledge: NY home is next to I-81 before built. It deteriorated the area which remains so 50+ yrs later. Property value decreased, NOISE increased, air quality plummeted creating a sooty rubber particulate matter that rains down as fine dust. Protect Saguaro National Monument. Noise conducts far in tranquil Avra Valley, protect property value, retain quality of human & rare animal life. It's unnecessary. Profits few. Exercise alternatives elsewhere.	85641
5/30/2017	Environmental - Social and Economics	I do not approve of this due to pulling potential spending in the Tucson area. It also would cause great damage to the area environmentally.	85603
5/30/2017	Environmental - Natural	This highway, is only for the rich in Mexico and the USA. Destroying this prestine desert in the name of Mexico & the US's GREED!!!	
5/30/2017	Environmental - Natural	The environment is already destroyed through Tucson and Marana at I-10 already, why can't they just widen I-10? It would economically help both cities anyway.	85716
5/30/2017	Environmental - Natural	This is not a good option at all. National park and state park with a great deal of wildlife. Skies are clear during day and evening. This is a beautiful area that needs to be preserved for future generations.	85719
5/30/2017	Environmental - Social and Economics	Not a good option!!	85743
5/30/2017	Environmental - Social and Economics	This is not a good option!!!	85745
5/30/2017	Other	If you must do this keep it a I-10. Has light rail been considered. I-10 can always use improvement	85705
5/30/2017	Other	If you must do this keep it a I-10. Has light rail been considered. I-10 can always use improvement	85653



General comments submitted through the online comment tool			
Date Submitted	Topic	Raw Text	Zip Code
5/31/2017	Safety and Security	although i strongly oppose any freeway that would run through the Avra valley area i would like to state that the proposed route D would be directly behind my house and neighborhood and would be a security and safety concern my family and many others in my neighborhood with family's and small children. i also believe that it would make more sense from a cost perspective to widen I-10 at its current location through the Marana, Avra valley and Casa Grange area rather than building a new freeway.	85653
5/31/2017	Environmental - Natural	We shouldn't even be considering another interstate. I-10 is plenty!! Anyone who finds it too crowded or slow needs to get a grip and be thankful they aren't riding a horse or walking. Plus, more roads mean more cars at time when we need more public transportation.	85743
5/31/2017		It would absolutely crazy to build an interstate through our beautiful Avra Valley. One of the best things about Pima County is that you can just drive over the Tucson Mts and be in a rural environment. That's the main reason I and everyone I've spoken with who lives in the Avra Valley moved here. Please, please, please don't build another interstate! I-10 is enough! If you want to build anything build a light rail line paralleling I-10 - now that would make sense and I for one would use it.	85716
5/31/2017	Environmental - Natural	Options C and D are absolutely terrible for environmental factors by literally dividing a natural wildlife corridor between the National Monument and the National Park where Big Horn Sheep were seen utilizing it within the last year! It is also absolutely terrible for locals in Marana AND Picture Rocks, including the Tohono Reservation. NO BUILD Option or double decking I-10 are the ONLY sensible options.	85743
5/31/2017	Environmental - Social and Economics	Options C and D are ridiculous and shouldn't even be on the table! Environmentally and disruption for local communities are too great to even have either of these be an option. The NO BUILD Option or double decking I-10 are the ONLY sensible options.	85743
5/31/2017	Environmental - Natural	I do not favor this option as it is a detriment to the wildlife and too close to the Saguaro monument which will suffer from the pollution. The monument was created to preserve this beautiful area, not to have a freeway of convenience running next to it. Expand the existing I-10 corridor as an alternative please.	85743
5/31/2017	Corridor Alternatives	Corridor F is a terrible idea, limited DEA / Boarder Patrol will have to be split between two major highways. 50 years and a trillion dollars spent on the war on drugs and DOT proposes a route to dilute illegal drug law enforcement.	85712
5/31/2017	Corridor Alternatives	Expanding I10 is by far the best option, less environmental impact, less road kill, less expensive, easiest to build/expand existing. Allows maximum DEA / Border Patrol / Homeland Security resources to monitor illegal drug movement into USA. Lower cost for DPS to monitor / serve highway traffic than adding an entirely new i-11 route.	85713
5/31/2017	Corridor Alternatives	Oppose Corridor C, no respect for Saguaro National Park, Desert Museum, Kit Peak National Observatory, noise, air and light pollution, expand existing I-10. Perfect example of wasting American Citizen Tax Dollars.	85711



General comments submitted through the online comment tool			
Date Submitted	Topic	Raw Text	Zip Code
5/31/2017	Corridor Alternatives	Favor expanding existing I-8 corridor H & K, least impact, least expensive option. Most efficient alternative for DPS, DEA, Border Patrol and Homeland Security to monitor / stop illegal drugs coming into the USA from Mexico.	85742
5/31/2017	Environmental - Natural	Not here! I'm an annual visitor to this area. I would not return if this area was destroyed by the highway. There are many saguaro that surround the Nation Park. You can't be serious! It's a crime. The Saguaro are just too valuable to try to transplant, as well as moving the owners of the property that protect these beautiful cacti. The native people know its value. Respect the people and save their property and the saguaro that abide there.	85745
5/31/2017	Environmental - Social and Economics	Disapproval	85743
5/31/2017	Environmental - Social and Economics	I moved here 2 years ago from a small town in the White Mountains. My husband was unable to find a job in such a small community so the only way I was willing to move to Tucson was to live out here. "A small town". I do not want my kids raised in the city. We hunt, raise cattle and enjoy the outdoors. Do not destroy what our kids love.	85713
6/1/2017	Corridor Alternatives	I favor the continued development of the I-10 corridor which is already established.  I OPPOSE the I-11 proposal through Avra Valley. The environmental impact is too great, disrupting an established community and valuable desert land. This also is needless spending of the state monies.	
6/1/2017	Environmental - Natural	I oppose the destruction of the desert and embedded thriving community. NO MORE BUILD. NO TO THE I-11 CORRIDOR THROUGH AVRA VALLEY. This proposal will take my home and property.  I support a plan for Improvements to I-10 and the existing corridor.	
6/1/2017	Environmental - Social and Economics	I oppose the I-11 corridor through Avra Valley...needless spending and destruction of property and dessert communities.  YES to improvements along the I-10 corridor, less devastation. The corridor already exists.	85745
6/1/2017	Public Process	Say NO to I-11 corridor through Avra Valley. Hear our voices.  Say YES to saving homes, property and the desert environment. IMPROVE THE I-10 corridor.	
6/1/2017	Other	NO to I-11 Corridor through Avra Valley. The impact is too great, disturbing the desert eco-balance, and disrupting the lives of home owners and community citizens.  YES to Interstate 10 improvements, The corridor is set and the boundaies established.	85713



General comments submitted through the online comment tool			
Date Submitted	Topic	Raw Text	Zip Code
6/1/2017	Environmental - Natural	DOT intentionally or incompetently leaves Bureau of Reclamation Wildlife Mitigation Corridor off the DOT map for public review ! Proposed corridor C & D of i11 will cut off wildlife movement that Bureau of Reclamation Wildlife Mitigation Corridor is intended to protect, road noise & light pollution will impact wildlife movement, plus slaughter house road kill. DOT leaving this off the public comment map indicates DOT is not trustworthy in their study impact results in proposing corridor C & D.	85546
6/1/2017	Corridor Alternatives	I do not favor this option because it will destroy what we residents value the most: dark skies and the rural quality of life.	85719
6/1/2017	Environmental - Natural	I do not favor this option because it will harm the wild life which is very plentiful here. I live very close to where this route goes and will lose my home of 30 years. Please consider double decking I 10 ! A freeway through here will kill a lot of animals.	85645
6/1/2017	Safety and Security	I favor the alignment of I-11 on the existing Interstate 19 as the least disruptive as the corridor passes through Santa Cruz County. The issues in Santa Cruz County are not ON the interstate system, but rather the E/W connections TO the interstate. There would be little degradation of service on the through lanes.	85716
6/1/2017	Corridor Alternatives	I disagree with adding either of these additional N/S connections. Either alignment may keep some traffic off I -19, but I think the major impact will be to push residential and commercial development further into these areas, increasing Tucson sprawl and not adding any additional capacity to get to the freeway system because E/W connections are not in the mix.	85716
6/1/2017	Corridor Alternatives	I strongly oppose the C & D Alternatives (building an interstate thru Avra Valley). My family has lived in Picture Rocks for 25 years. The peaceful, rural environment special to this area is home to amazing & largely unique Sonoran animals & plants. Injecting the congestion, noise, pollution & disruption that a freeway would bring would obliterate this unique environment. Once you lose it, it is gone forever. We should preserve it for those who come after us. Widen or stack I-10 instead. Thanks	85735
6/1/2017	Other	The CIA did nothing wrong!	85712
6/1/2017	Corridor Alternatives	I favor a corridor except personal travel would be a higher priority than freight. The sections Tucson to Las Vegas would have HSR passenger systems. This alternative would reduce vehicular traffic, fossil fuel consumption, traffic accidents and deaths and improve our environment. I envision a high speed rail system that would utilize the existing highway right of ways by building the high speed rail over the vehicular system. The HSR would be supported by arches over the highway.	85745
6/1/2017	Corridor Alternatives	We are in favor of corridor T for the future I-11 freeway. T would take away a lot of the traffic we now have, but we will still have all the traffic from the east side of Phoenix heading to Las Vegas and beyond. I-11 will need an interchange at the 71 hwy. It would save lots of \$ not to have another interchange less than 9 miles south at Vista Royale that would negatively affect all the home owners here. Please consider corridor alternative T for the future I-11. Thank you!	85603



General comments submitted through the online comment tool			
Date Submitted	Topic	Raw Text	Zip Code
6/1/2017	Other	This whole project is redundant. You have an existing route from Mexico north thru AZ already. I-19 to I-10 to I-8 to SR 85 to SR 93. You just need to make improvements to the state routes. I feel this project is a waste of money and will change the rural lifestyle in the area that I chose to live in because it is rural! NO...not a viable project for anyone!	85745
6/1/2017	Environmental - Social and Economics	Which ever corridor is chosen, I think it would be worth while investigating a Land Ferry System as component of the transportation system. Videos, research and other information can be found on the UNLV website located here: <a href="https://faculty.unlv.edu/tnmc/LandFerry/files/research/Proposals.php">https://faculty.unlv.edu/tnmc/LandFerry/files/research/Proposals.php</a> or just Google: Nevada Land Ferry System. With the amount of truck and safety concerns, this could be a good solution. Good luck. Thanks.	85745
6/1/2017	Corridor Alternatives	I believe " W " is best alternative route for i11. It will prevent Wickenburg from dying, there are already highways on 60 and from i10 to 60, thus cost effective. Take a look at i40 at the ghost towns. " T " would destroy more desert and be much more costly.	85719
6/1/2017	Environmental - Social and Economics	I favor the I-10 through town corridor which has the most potential for economic benefit. The alternative has the potential to harm a major tourist attraction, Saguaro National Park (West) and could endanger Tucson water. The route through town would be a benefit to the entire city. The alternative through the National Park area does not offer that, and could have a huge negative impact on the economic base. In town the corridor is a benefit. Going around through the Avra Valley is a detriment.	85719
6/1/2017	Other	Considerations should be made for the heavy, high, wide, long loads that would be traveling this corridor. Overpasses, VMS boards, safety pullouts, etc. We would suggest reaching out to the heavy haul industry and get a feel for super loads dimensions and weights and how to accommodate them.	85713
6/1/2017	Environmental - Natural	Thank you for the opportunity to comment. I visit this area of Tucson on a yearly basis to visit friends and hike. My concern are Areas C & D and their proximity to Saguaro Nat'l Park. The alignment cuts through areas just outside of the Park that are plentiful with full-grown Saguaros widely distributed and many on low-density private properties. Transplanting is not the answer; I believe preserving is. Could the roadway be rerouted to the west, toward the evaporation ponds?	85139
6/1/2017	Environmental - Natural	Please do not spoil one of the most scenic areas of Arizona simply to create another freeway! It is unnecessary	85139
6/1/2017	Environmental - Natural	this is the preferred option	85308
6/1/2017	Corridor Alternatives	I think I-11 should be a separate and parallel road with I-10 from Nogales to I-8.	85743



General comments submitted through the online comment tool			
Date Submitted	Topic	Raw Text	Zip Code
6/1/2017	Corridor Alternatives	My recommendation is to favor the existing A, B, and G corridors over any alternatives. The terrain can easily accommodate lateral expansion along existing rights of ways. The Santa Cruz Flats has a number of unique habitat types, species of plants and animals, as well as cultural resources that would be irreparably harmed by a new freeway corridor, especially the proposed E and F segments. Thank you for your consideration.	85743
6/1/2017	Corridor Alternatives	I am strongly against building new corridors through avra valley, specifically options C, and D. Expanding existing roadways seems like a a much better alternative.	85743
6/1/2017	Other	I would like to ensure that the needs of oversized loads are taken into consideration and met, in order to promote commerce and ensure safety of the traveling public and transporters. Please keep the Over dimensional advisory council, Arizona Trucking Association and ADOT Class C permits involved with the proposed designs of any off ramps, over passes and any other over head obstructions. And Please No Roundabouts!!! Thank you,	85745
6/1/2017	Corridor Alternatives	The 530 plus members of Country Club Estates POA oppose bringing any additional traffic through Green Valley on I-19. The noise and dust created by the present highway damages the retirement opportunities for our members and depreciates the value of their properties. Over thirty thousand retired homeowners chose Green Valley for its retirement activities, not the present highway or any future extension of it. The proposed Corridor benefits only commercial interests mainly to the North of G.V	85714
6/1/2017		Any extension of the Corridor should not utilize the present I-19 through Green Valley at least from Canoa to Pima Mine Road.	85743
6/1/2017	Other	The value of the corridor could be improved substantially by looping EAST of the phoenix metropolitan area. Interstate intersections fuel growth, and by putting the intersection way out in the middle of the desert (literally), you're eliminating the chance for growth. I-10 is already west of Phoenix, I-11 should be on the EAST side of Phoenix. I-10 is already the most congested interstate here, and the proposed corridor will cause traffic to exit I-11 and head north on I-10. EAST of PHX!	85641
6/1/2017	Environmental - Natural	Yes, we need to address the heavy traffic on I-10 between Tucson and west Phoenix area. Hazardous as is. BUT - please consider expanding the existing I-10 INSTEAD of disrupting our beautiful natural desert areas. New routes bring with them new development, new roads, gas stations, frontage roads, etc. To disrupt a national park and a national monument thru Avra Valley area would be a crime. Those two entities are one of a kinds, almost spiritual.	85743
6/1/2017	Corridor Alternatives	Constructing I-11 near Saguaro National Park will have irreversible negative consequences! The Sonoran Desert, with the iconic saguaro cactus and other unique species of flora and fauna, is extremely delicate and vulnerable, not to mention the only place on the planet this bio-zone exists. To threaten it and the general region with heavy traffic, pollutants, lights that dim the gorgeous night sky, and noise, is a terrible idea. Who thought this up? Is nothing sacred? NO I-11 IN AVRA VALLEY!!	85260
6/1/2017	Environmental - Natural	The most important thing that must be done is to protect the wildlife in the area. Anything less can lead to extinction.	85020



General comments submitted through the online comment tool			
Date Submitted	Topic	Raw Text	Zip Code
6/1/2017	Environmental - Natural	Please do not construct or widen roadways in Avra Valley. Large roads degrade landscape connectivity for wildlife and the ability of populations to persist in the region, which is important for wildlife	85014
6/1/2017	Corridor Alternatives	I would prefer the Avra Valley connector option as it would alleviate traffic congestion issues associated with overusage of I 19 and I 10.	01605
6/1/2017		The proposal is unwise and should be put to rest.	85711
6/1/2017	Environmental - Social and Economics	I am against the I-11 corridor because I feel money would be better spent to finish/improve the I-10 corridor. This project will cause higher taxes and lower property value to people in the impacted areas, only to make a few Developers and Officials richer.	85743
6/1/2017	Environmental - Natural	I am NOT in favor of any of the options for an additional corridor through the unique Sonoran Desert ecosystem. All of the options seem to be very close to the current I-10 corridor, so I do NOT understand why the money cannot be spent on improvements to and widening of I-10, especially between Tucson and just south of Phoenix, and Route 303. Or what about train service between AZ cities????	85743
6/1/2017	Environmental - Natural	I-11 should stay out of the Avra Valley. Improvements should be made to use the existing I-10 corridor, where it would require the least disturbance of undeveloped ground. Avra Valley is home to a rich mosaic of biologically-important lands, including a national park and a national monument on either side. The proposed Interstate 11 in southern Arizona should use the existing Interstate 10 corridor.	85743
6/1/2017	Corridor Alternatives	Please advise if a No-Build option was included in I-11 studies to date. So far it appears to be a foregone conclusion that this project will be built.	85716
6/1/2017	Corridor Alternatives	I am in opposition to Corridor Alternatives C and D. Corridors C and D would both have grave and devastating environmental impacts to Pima County. This includes: Impacts to federal lands such as Saguaro National Park, Ironwood Forest National Monument, and the Bureau of Reclamation's Central Arizona Project Mitigation Corridor. Impacts to critical wildlife linkages and connectivity between large wildland blocks as described in the 2006 Arizona's Wildlife Linkages Assessment.	85023



General comments submitted through the online comment tool			
Date Submitted	Topic	Raw Text	Zip Code
6/1/2017	Corridor Alternatives	Regarding the I-11 freeway, I am opposed to the entire proposed highway, but to Corridor Alternatives C and D specifically, for the reasons outlined by the Coalition for Sonoran Desert Protection. I'm very concerned about the negative environmental impacts on our desert public lands from such development. The impacts on conservation and protected habitats and species would be devastating especially when there is no real need for such a project. Please protect our desert for future generations.	85749
6/1/2017	Corridor Alternatives	Please consider corridor alternatives to the plan. The impacts of the currently proposed freeway would negatively impact wildlife, scenic beauty, water resources and quality of life forever.	85743
6/1/2017	Environmental - Social and Economics	Option c would very negatively affect the attractiveness of Saguaro National Park West, Tucson Mountain Park and the Arizona Desert Museum. All are economically important focal points of tourism to our region. Their draw lies mainly in their pristine surroundings which would be destroyed by the new freeway.	85641
6/1/2017	Safety and Security	With everyone concerned about illegal immigration and especially drug trafficking, opening up a whole new corridor would definitely worsen the situation. Instead, I 10 and I 19, already controlled very efficiently by Border Patrol, should be widened and improved if necessary	85719
6/1/2017	Environmental - Natural	Building I-11 will greatly impact the natural wildlife corridors that currently exist and steer traffic away from Tucson, potentially affecting businesses along the I10 corridor. This whole new road is a very bad idea.	85615
6/1/2017	Environmental - Natural	I object to this corridor. We live in a unique geography. The Saguaro is found no other place in the world. We need people with forethought for the many generations that rely on us to make decisions that preserve these area. Once gone, they can never be replaced. No. Please no.	86401
6/1/2017	Corridor Alternatives	follows existing roadways	04901
6/1/2017	Corridor Alternatives	follows existing roadways	85743
6/1/2017	Corridor Alternatives	follows existing roadways	85745



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Date Submitted	Topic	Raw Text	Zip Code
6/1/2017	Corridor Alternatives	Follows existing roadways	85743
6/1/2017	Corridor Alternatives	follows existing roadways	85743
6/1/2017	Corridor Alternatives	follows existing roadways	85653
6/1/2017	Corridor Alternatives	Straightest route from I-10 to US-93	85712
6/1/2017	Corridor Alternatives	I truly believe the Southern Arizona area needs a by pass to help alleviate traffic and for the general motorist safety of overloading I-10 and I-19 with cargo vehicles. The port of Nogales during much of the year has approximately 1,000 produce trailers coming into the United States on a daily basis. These trailers should be on a much needed by pass road. I believe we should consider all options and use environmental mitigation practices if we must traverse sensitive lands. thanks	85712
6/1/2017		I'm afraid that I'm opposed to the whole idea of this project. Though I have specific objections to the Avra Valley portion and the environmental damage and traffic it will bring to that area, and the further isolation of the Tucson Mountains, I am generally opposed because we don't need to speed ever more money to build ever more infrastructure to ever increase our carbon emissions.	85735
6/1/2017	Corridor Alternatives	I oppose Corridor C for any massive new construction like this one. Avra Valley is relatively pristine and the desert, plants, animals, air and space like it that way. Keep the human centric mess going through the Tucson valley which is already given over to human development.  As human destroyers of environment we need to learn to control ourselves even though it costs more.  Regards	85743
6/1/2017	Corridor Alternatives	I oppose Corridor D for any massive new construction like this one. Avra Valley is relatively pristine and the desert, plants, animals, air and space like it that way. Keep the human centric mess going through the Tucson valley which is already given over to human development.  As human destroyers of environment we need to learn to control ourselves even though it costs more.  Regards	85716
6/1/2017	Environmental - Natural	I do not support this I11 project due to the unnecessary damage it will cause to the desert. This freeway will essentially be running parallel to i10 and i19 so I do not see the point of damaging (in some cases pristine) desert to build this freeway. Natural desert areas are limited enough as it is.	85735



General comments submitted through the online comment tool			
Date Submitted	Topic	Raw Text	Zip Code
6/1/2017	Environmental - Natural	Corridor B would negatively impact a highly threatened wildlife linkage between the Tucson and Tortolita Mountains and the larger study area skirts the edge of another highly threatened wildlife linkage between the Tortolita and Santa Catalina Mountains. Both of these wildlife linkages have been the focus of substantial public investment in recent years by the state of Arizona, Pima County, and other local jurisdictions.	85735
6/1/2017	Environmental - Natural	Options C&D would negatively impact Saguaro Nat'l Park, Tucson Mtn Park, Ironwood Forest Nat'l Monument, the CAP mitigation corridor and mitigation lands for the Multi-Species Habitat Conservation Plan. Not only are these public investments, they provide critical habitat in a fragile and highly vulnerable desert ecosystem.	85703
6/1/2017	Environmental - Natural	Please more fully consider options that build upon existing infrastructure, which lessens impacts to the fragile Sonoran desert and its inhabitants. Further fragmenting the desert landscape, already challenged by population growth and changes from climate change, makes absolutely no sense.	85743
6/1/2017	Corridor Alternatives	All corridor alternatives should look to utilize existing interstates and highways rather than creating a new route through pristine, unfragmented desert ecosystems. I-19, 1-8, 1-10, Hwy. 85, and/or Hwy. 93 should be incorporated and widened as necessary to avoid additional adverse environmental impacts in unfragmented habitats. A bypass of Hassayampa River Preserve/Hwy. 60 area b/w Buckeye and Wickenburg must be considered to avoid adverse environmental impacts to this critical riparian area.	85743
6/1/2017	Environmental - Natural	All alternative routes under consideration should avoid or reduce to the greatest extent possible the potential for habitat fragmentation and loss in intact desert, riparian, and woodland ecosystems, including but not limited to Hassayampa River Preserve, Vulture Mountains Recreation Area, Sonoran Desert and Ironwood National Monuments, and the mountains within the Coronado National Forest.	85375
6/1/2017	Environmental - Natural	Construction of new routes or widening of existing routes should coordinate with AZGFD to construct many appropriately designed wildlife crossings (over/underpasses) with corresponding fencing to allow for wildlife movement and habitat connectivity, as well as increase public safety by reducing risk of vehicular collisions with wildlife.	85139
6/1/2017	Environmental - Natural	Please, no i11! A highway through our pristine Sonoran Desert, which is already under attack by development, development and development, needs to be protected! Just think about all the wildlife. They are pushed out their natural habitats already and pleass leave them some place where they can safely be! Please, no i11!!!!	89423
6/1/2017	Corridor Alternatives	The route through the Altar Valley would be a disaster - this is a fragile, highly scenic area and an important wildlife corridor.	85390
6/1/2017	Environmental - Natural	I oppose the building of new roads as they are destructive to the environment. The human species is a plague upon the earth. The goal of ever increasing consumerism is devoid of morality. Population control is the only way to address the future.	85743



General comments submitted through the online comment tool			
Date Submitted	Topic	Raw Text	Zip Code
6/1/2017	Environmental - Natural	I am opposed to any effort to develop new or develop greatly transportation corridors through or otherwise impacting natural lands that are protected, provide natural opportunities, or otherwise negatively impact natural landscape and wildlife. Having recently traveled much of the corridor of development interest I can understand the need to improve the quality and efficiency of these travel corridors. I prefer alternatives that avoid new constructions outside of established corridors.	85353
6/1/2017	Environmental - Natural	I oppose the construction of the I-11 interstate. Tucson and the greater area is beautiful because of its rich biodiversity. Urban sprawl and the development of a freeway will destroy not only destroy that beauty, but also destroy the habitats of native plants and wildlife. Please reconsider this senseless decision to develop. Keep Tucson green.	85718
6/2/2017	Environmental - Social and Economics	Widening or double-decking I10 through Tucson is less expensive, less damaging to wildlife, and less threatening to the small communities in Avra Valley.	85743
6/2/2017	Environmental - Natural	Building a freeway here would be damaging to wildlife, increase airpollution in the desert ecosystem, and threaten the water supply for Tucson.	85745
6/2/2017	Environmental - Natural	I am considering moving to AZ, outside Tucson. A main reason for doing so is the accessibility of undeveloped desert/wildlife habitat. I do not agree with constructing new highway through the Sonoran desert. I have friends who live near there, and they think the same way: There are still options to improve the flow of traffic along I 19 and I 10, in the existing corridor where most of the infrastructure (freight yards, truck stops) already exists in Rio Rico.	85355
6/2/2017	Corridor Alternatives	I believe that the best route is the one already in use. The businesses , services and infrastructure is already in place. The alternative routes would cost arizona and it's constituents many billions of dollars. While we might have much of the actual road construction costs nominally covered by federal funds, there will be inevitable cost overruns. Also it will devastate preexisting communities. Last but certainly not least, the environmental impact will be incalculable and irreversible.	85614
6/2/2017	Environmental - Natural	Wildlife corridors must be accommodated. Our natural desert, flora and fauna are what have brought many of us to this country. Please facilitate care of our environment	85298
6/2/2017	Environmental - Natural	I am very opposed to the I-11 corridor cutting through a pristine, precious section of the desert west of Tucson, near the Arizona Sonoara Desert Museum and Saguaro National Monument. Please, please reconsider the path of this roadway.	85745
6/2/2017	Corridor Alternatives	I favor using an existing corridor instead of creating a new corridor. Surely this would be more economical than building a new route and the environmental impact would be much less. Building a new corridor through the desert in the vicinity of Saguaro National Park and the Arizona Sonora Desert Museum can not be justified, as these two places are special to Arizona and the country as a whole. Why destroy more of our desert?	85743



General comments submitted through the online comment tool			
Date Submitted	Topic	Raw Text	Zip Code
6/2/2017	Corridor Alternatives	I would strongly urge use of existing transportation corridors (I-19, I-10, I-8) between Nogales and greater Phoenix if at all possible, to avoid environmental impact and the likelihood of additional low-density population growth along new I-11 corridors. Though I live outside Arizona, I travel there often and contribute to its tourist economy, and may be returning to live in future.	85745
6/2/2017	Corridor Alternatives	I am opposed to the entire I-11 proposal & specifically opposed to Corridor Alternatives C&D. I am a former resident of Picture Rocks. A freeway through this region would have a devastating and irreversible impact on the wildlife and people who live there. I've lived close to a freeway and it's a terrible thing to endure. It's appalling that you would propose putting a freeway next to one of the greatest and most visited national parks. This is just another unnecessary big business give away.	85622
6/2/2017	Environmental - Natural	I do not favor this until further comprehensive studies are done and strongly believe that ADOT should clearly and thoroughly demonstrate the need for this corridor based on the best available science and data. I am especially concerned at the negative impact potential on nearby natural areas such as Ironwood National Monument and Saguaro National Park and plants and animals. (and us!) Until ADOT demonstrates with quality research why this is necessary, I cannot support it.	85750
6/2/2017	Environmental - Social and Economics	I do not favor this option.picture rocks is one of the few places left where people can go to get away from all the traffic, noise & over development.This will have a lot of negative impact on people,environment,wildlife,community & eventually increase cost of living.it'll bring all the things people are trying to get away from	85743
6/2/2017	Environmental - Natural	This project is wholly unnecessary and a horrible way to destroy the natural environment. I hate it and I hope the whole thing is shut down.	85716
6/2/2017	Corridor Alternatives	We need to keep our public lands and wildlife linkages intact. Saguaro National Park is a national treasure that is already becoming increasingly isolated due to development pressure from Tucson and Marana to the east. Constructing a new interstate west of this national park would doom wildlife there forever. Should there be a proven need for expanded capacity, making improvements to the existing Interstates 10 &19 corridors is the best alternative to manage increased traffic volumes in SA	85736
6/2/2017	Environmental - Social and Economics	I'm concerned about the environmental impact of the proposed Interstate. So I urge you to consider alternatives that may be both less expensive and less harmful for the environment. I visit AZ often to take photos of birds. Thus, I care about protecting the wonderful wilderness that exists in your state.	85048
6/2/2017	Corridor Alternatives	I am a former resident of Tucson, from 2001-2011. Ideally, I would like to see modifications to existing interstate corridors instead of creating new ones. The Sonoran Desert is a unique ecosystem that should not be further fragmented. Thank you.	85711
6/2/2017	Corridor Alternatives	C and D make no sense whatsoever. Use the I-10 corridor as necessary. Do not destroy open desert. Do not interfere with the wildlife and natural history that exists on both sides of C and D. There isn't enough room for C and D to go through Avra Valley and not negatively impact national and county parks and national monuments. Drop routes C and D from further consideration. Thanks you.	85750



General comments submitted through the online comment tool			
Date Submitted	Topic	Raw Text	Zip Code
6/2/2017	Environmental - Social and Economics	There is no information on the corridor's on and off ramps as it passes through Avra Valley	85711
6/2/2017	Congestion	This will not work as advertised in the long run. As someone who has extensively studied sprawl patterns in California and it's economic drivers, sprawl follows highways. Gas stations, retirement communities, intermodal transport warehouses, will follow the new freeway and new cities will sprout up. In a decade I-11 will be more congested then I-10, & worse then that Tucson's economy will suffer irreparably especially in the commerce and logistics sectors. Improve I-10 w/ express truck lanes.	85743
6/2/2017	Environmental - Social and Economics	This route cuts through an area with lots of small farms and ranches. Would require displacing family farms and buying up a bunch of private property. Poor choice when at least one alternative route uses existing roadways (I-8, SR-85).	85658
6/2/2017	Environmental - Social and Economics	Don't think this route is necessary when one can take I-8 to SR-85 and get to basically the same place. This route will require the purchase of too much private property, and it will displace too many family farms/ranches.	85712
6/2/2017		Yes! Use existing roads!!	85718
6/2/2017	Environmental - Social and Economics	Yes, use existing hwys.	85745
6/2/2017	Other	This will destroy nature and my property and home. Quiet, Wildlife, Saguaros. I am against the Avra Valley routes for this HWY.	85741
6/2/2017	Corridor Alternatives	This is a preferred alternative because roadways already exists.	85743
6/2/2017	Corridor Alternatives	A favorable option for the I11 because there are already usable roadways.	64134



General comments submitted through the online comment tool			
Date Submitted	Topic	Raw Text	Zip Code
6/2/2017	Safety and Security	The I10 is so dangerous right now. Please build this! I almost don't dare which route just do it! My other comment is please consider dust storm mitigation when planning Thank you!	64134
6/2/2017	Environmental - Natural	My husband and I are geologists who got our MS degrees at the U of A 30 years ago. We have worked in southern Arizona for all of these years. We are deep;y opposed to the construction of I-11. Any benefits are terribly small compared to the vast harm to wildlife populations and quality of life that this road would cause. This is a second 1-10. The existing one is sufficient given projections of future highway load.	64134
6/2/2017	Environmental - Natural	I am a part-year resident of Arizona. I am definitely opposed to corridors C and D because of impact to Saguaro National Park. However, I am opposed to the project in general. I urge the government to consider rail options or other non-auto-based options. Arizona should be a leader in doing the right thing for the people and the natural environment. This is backward-looking. Our natural environment is our life-blood in AZ in terms of tourism and health. Let's maintain it.	85718
6/2/2017	Corridor Alternatives	All roads lead to Marana. Marana has the worst reputation for environmental destruction. For Marana, it's all about the money. Does Oro Valley support unbridled development? What about Vail and Sahuarita? Nope. Only Marana. I remember it was not long ago that Marana was a quiet farming community. I have never seen such rampant development. Soon, Marana will be Tucson's slum.	85712
6/2/2017	Environmental - Natural	I would like to see the existing freeways (19 and 10 that would be) improved as regards flow of traffic and such. Along with the improvements, wildlife over and underpasses could be built to reduce the sickening quantity of roadkill occurring now, especially on I-19. I do NOT under any circumstances favor any new freeway to be built as it would be too disruptive to an already compromised wildlife habitat. Thank you very much.	57276
6/2/2017	Environmental - Social and Economics	I fully support building I-11.	85704
6/2/2017	Environmental - Natural	I oppose options C and D due to their proximity to the Saguaro National Park and Ironwood Forest National Monument. Putting a transportation corridor here would most certainly impede migration pathways and have negative noise and pollution affects.  I would instead recommend improving the existing I-19 and I-10 corridors, or better, utilize existing rail lines.	85132
6/2/2017	Corridor Alternatives	Basin & Range Watch is a 501(c)(3) nonprofit that works to conserve deserts. We oppose alternatives that may end up building unnecessary Highway 11 through beautiful saguaro deserts that are currently not developed, such as the Avra Valley. Sonoran Desert National Monument, the western unit of Saguaro National Park, the Santa Cruz River, and national forest and BLM lands with scenic interest and biodiversity would be negative impacted. New highways always bring with them urbanization.	85749
6/2/2017	Other	I think that going through ironwood forest is best route	85712



General comments submitted through the online comment tool			
Date Submitted	Topic	Raw Text	Zip Code
6/2/2017	Environmental - Natural	I am opposed to any high density traffic in Avra Valley	85705
6/2/2017	Safety and Security	Running I-11 up Sandario Rd will displace a lot of families. Also running it through our future water resources (CAP recharge ponds and canals) does not sound like a smart move. Avra Valley is a flood plain, flooding does shut down roads out here, also it's a dust storm corridor because of farming and mining that goes from Pima mine to Picacho Peak. All this will effect the Nat Parks,People, wildlife, and environment. We would rather see plans A,B,G. Improve I-10 & I-19. Thank You.	22932
6/2/2017	Other	I do not support routing the freeway through the Avra Valley. Our Sonoran Desert is appreciated around the world as a unique and beautiful ecosystem full of plants and animals that are found no other place on Earth. If we destroy this, we impoverish our community, both by destroying a natural resource that is beloved by locals and by destroying the opportunities for ecotourism that will continue to sustain our economy.	85750
6/2/2017	Corridor Alternatives	I do not favor a new transportation corridor through Avra Valley. This land needs to remain open. Saguaro National Park and Ironwood National Monument should not be encroached on by congested highways and their inevitably accompanying buildings. The wildlife there should have unobstructed movement -- this would be destroyed by highways cutting through the land.  Please confine new highways to currently existing land along I-10. Consider express rail service between Tucson & Phoenix!	85745
6/2/2017	Corridor Alternatives	This is most logical alternative to protect our interests as tourist industry. This (Q3?)could connect to corridor B and the impact to our valued Sonoran Desert would be minimized. This is a very important choice and will shape the future of Tucson as a world destination by grace of the guardianship of our habitat that visitors across the globe come for. I strongly urge that our future be protected.	85743
6/2/2017	Corridor Alternatives	I do not support any corridor that goes through/by the Sonoran Desert Park/Refuge area. It looks like K, F, C, D, E, and J are all options that will impact our cultural legacy, our attraction to tourism and the habitat for the wildlife. We have got to be more pro-active in supporting the habitat here and protecting the very things that bring tourism to this area. Each of these corridors would be destructive to all these concerns.	85719
6/2/2017	Other	I favor using rail lines to transport the goods instead of semis and highways. That alternative would reduce air pollution and use of fossil fuels, be safer, and be cheaper in a variety of ways. Railroads use a lot less land than highways. I have traveled on interstates that are major trucking routes, including I-95 and the PA Turnpike. Those highways are highly congested and dangerous to auto traffic, and are constantly backed up by accidents.This is not what we want for our region!	85705
6/2/2017	Environmental - Natural	I strongly oppose this corridor option because it disrupts important natural habitat in the Avra Valley region. As a longtime Arizona resident, I believe we need to do everything possible to preserve our existing Sonoran Desert wildlife and landscape. This desert is unique, sacred to many people, and an important economic factor that attracts people to our region. An interstate corridor, with all the development and human activity it will bring, is not an appropriate use of this precious land.	92870



General comments submitted through the online comment tool			
Date Submitted	Topic	Raw Text	Zip Code
6/2/2017	Environmental - Natural	I strongly oppose this corridor option because it disrupts important natural habitat in the Avra Valley region. As a longtime Arizona resident, I believe we need to do everything possible to preserve our existing Sonoran Desert wildlife and landscape. This desert is unique, sacred to many people, and an important economic factor that attracts people to our region. An interstate corridor, with all the development and human activity it will bring, is not an appropriate use of this precious land.	80916
6/2/2017	Environmental - Social and Economics	I oppose option "D" through the Avra Valley because it will negatively effect tourism by it's close proximity to Ironwood National Monument, Saguaro National Park, Tucson Mountain Park, and the Desert Museum. It will destroy long-established neighborhoods and infringe on the border of the Tohono O'Odham reservation.	85743
6/2/2017	Corridor Alternatives	I do not favor this option because I do not believe it's necessary. The current and existing road structure is enough for now and for years to come. Spend your money on existing road improvements, not destroying habitat for another road corridor.	8/5704
6/2/2017	Corridor Alternatives	Keep our public lands/wildlife intact. Saguaro Nat. Park is increasingly isolated due to development from Tucson & Marana. A new interstate west of this Nat. Park would have a neg impact on wildlife. If there is a proven need for expanding capacity, making improvements to the I-10 corridor is the best alternative to manage increased traffic volumes in S. AZ. Transportation options need to be investigated, including an expanded rail corridor between PHX & Tucson & multi-model solutions generally	85747
6/2/2017	Environmental - Social and Economics	I oppose this new Interstate. It will save little time for travelers, cost the taxpayers a hefty sum, and will spoil some of the best desert in AZ. I recreate in the area frequently, but once a freeway goes in I will take my business elsewhere. Don't do it!	01054
6/2/2017	Environmental - Social and Economics	I truly believe that the freeway coming through here will cause not only noise pollution but environmental pollution. This is one of the last places around where you can sit outside at night and clearly see the stars and have peace and quiet. A freeway would completely ruin this beautiful desert area!	01054
6/2/2017	Corridor Alternatives	as resident of vista royale I feel that option T is the only viable option for our development!	85624
6/2/2017	Environmental - Natural	Ten years ago the Pima County Board of Supervisors adopted Resolution 2007-343 opposing "any new highways in or around the County that have the stated purpose of bypassing the existing Interstate 10 as it is believed that the environmental, historic, archaeological and urban form impacts could not be adequately mitigated." They specifically argued against routes through the San Pedro or Avra valleys. They were right. I support a no-build approach.	85718
6/2/2017	Other	I OBJECT FOR PURELY SELFISH REASONS - MY FAMILY HAS LIVED HERE SINCE 1930. MY NEIGHBOR'S FAMILY HAS LIVED HERE SINCE 1920.	89003



General comments submitted through the online comment tool			
Date Submitted	Topic	Raw Text	Zip Code
6/2/2017	Other	I agree with the comments of Pima NRCD.	85743
6/2/2017	Corridor Alternatives	Please do not route a highway through the Avra Valley! We need to keep our public lands and wildlife linkages intact -- for the wildlife that use them. New interstates bring development, traffic, other roads -- and they cannot be effectively undone once there. Please! Saguaro National Park is a treasure that should be protected - the landscape, the wildlife (animal and plant), the quiet, the dark -- all of these are becoming rare and NEED protection. Thank you.	85715
6/2/2017	Corridor Alternatives	I oppose the adverse impacts, (noise, barriers and risks to wildlife, pollution and destruction of natural desert areas, and sprawl) of a new freeway near National Parks, National Monuments, National Forests and local preserves such as Tucson Mountain Park. The corridors connecting these areas are vital to wildlife. Continued urban encroachment upon desert habitat is a threat to our Sonoran Desert flora and fauna as well as wildlife. I urge innovative thinking to use our existing highways.	85743
6/2/2017	Corridor Alternatives	I am in favor of creative modifications to the existing highway between Casa Grande and Nogales to accommodate the projected traffic flow. This approach will not threaten prized Sonoran Desert areas nor existing rural neighborhoods. California has demonstrated that building more freeways is not the ultimate answer to traffic congestion. There has to be a better answer.	85712
6/2/2017	Environmental - Natural	It isn't clear to me why a new north-south interstate is needed between Tucson & Phoenix. We have I-10. If the traffic is too heavy on I-10, couldn't it be widened and improved? I am concerned about the impact of another major road to the natural environment in Southern Arizona.	85741
6/2/2017	Other	Option D would also greatly hurt the Tucson Water Pools that are located very close to the proposed "D". Tucson's water supply is dependent on the natural area, water flow and aquifer. There is no reason why the I-11 needs to be in this area as there is an extra cost, no infrastructure, and would ruin the environment and tourism in our area.	85749
6/2/2017	Corridor Alternatives	Put the I-11 here. It makes the most sense, is cost effective and the infrastructure is already in place. Do not make the tax payers pay 2 billion extra to build in section C, D, E, F when it is not necessary! The current I-10 can handle the flow and if widened would be a quick and inexpensive way to increase the density and volume of transportation from the south to the north.	85718
6/2/2017	Corridor Alternatives	My husband and I oppose Options C,D,E, and F for the same reasons submitted by the Pima NRCD. In addition, the proximity of the CanaMex Corridor to my family's home will disrupt the peaceful and quiet ranching lifestyle. It will force our dear friends and closest neighbors to move away. But you never even contacted them! It will ruin the stars at night and be noisy. It will provide the President incentive to repeal the National Monument status and destroy ranching and wildlife both.	85755
6/2/2017	Corridor Alternatives	I am not in favor of adding new freeways because of the impact that they, and the associated development that will inevitably accompany them, will have on environmental, scenic and cultural values, particularly in the Altar valley.  I would much prefer to see the existing freeways between Wickenburg and Nogales being improved and expanded as necessary, in conjunction with improved public transport	92332



General comments submitted through the online comment tool			
Date Submitted	Topic	Raw Text	Zip Code
6/2/2017	Corridor Alternatives	I'm strongly opposed to I-11. It's irresponsible to build additional roadways when our governments don't have the resources to properly maintain the infrastructure we already have in place. I'd like to see transportation resources put towards high-speed rail between Phoenix and Tucson, which would help reduce traffic on I-10 thus increasing its capacity to carry freight. I-11 will be destructive to our natural environment, no matter which corridor is used, while promoting unsustainable sprawl.	85705
6/2/2017	Environmental - Natural	why destroy this beautiful desert. Please do not proceed with building the interstate corridor cutting through pristine areas of the Sonoran Desert!	95124

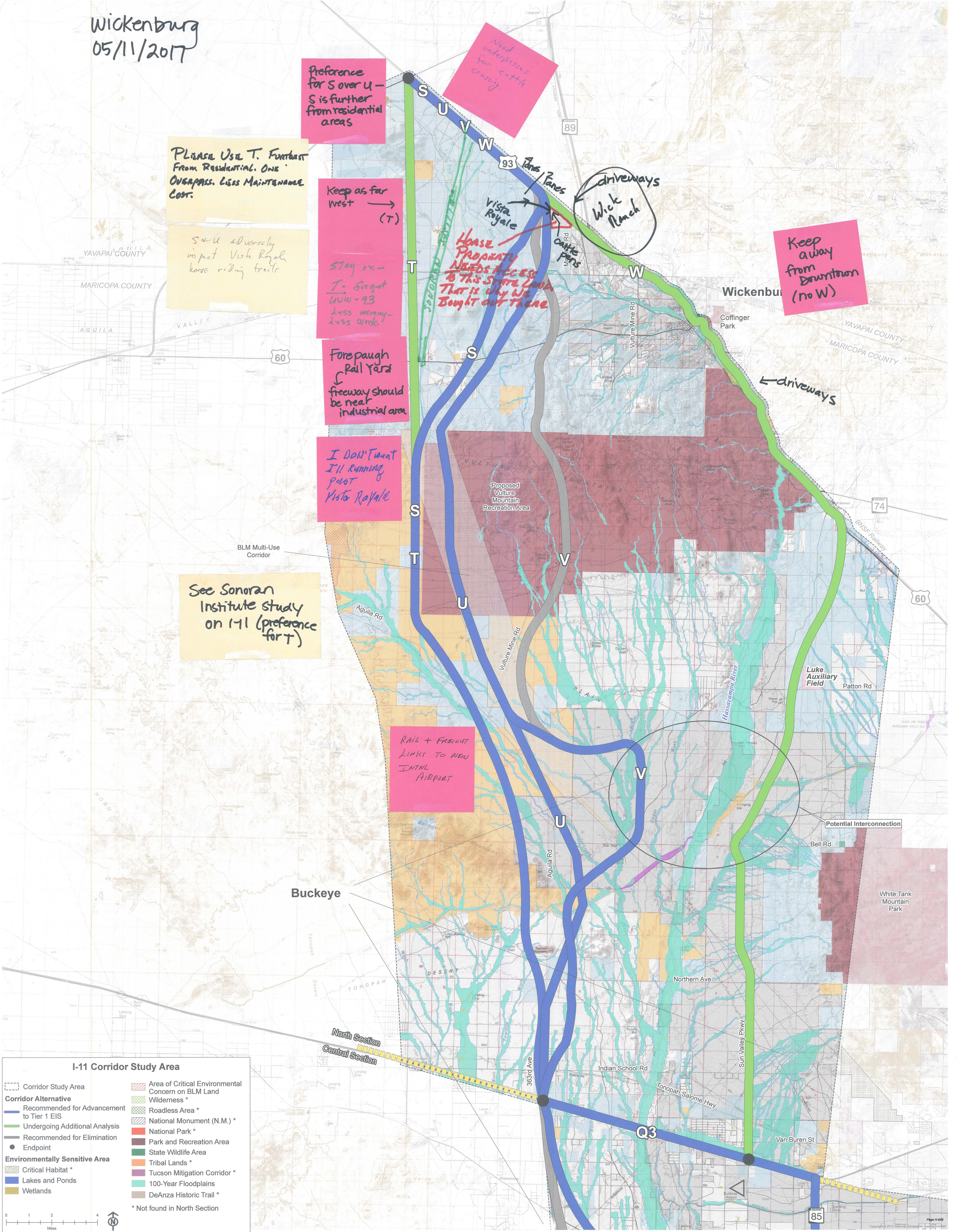


# Roll Plot Map Comments

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Wickenburg  
05/11/2017





② Wickenburg  
05/11/2017

PLEASE USE  
T.  
Cheaper To only  
build ONE OVER-  
PASS. + MAINTAIN

Samaran  
Study Route

Like Route "T."  
Avoid Routes  
Adjacent to  
Vista Royale  
(S,U,V).  
Tx

SHOULD NOT  
GO THRU  
WICKENBURG

Like T  
going straight  
make more  
sense

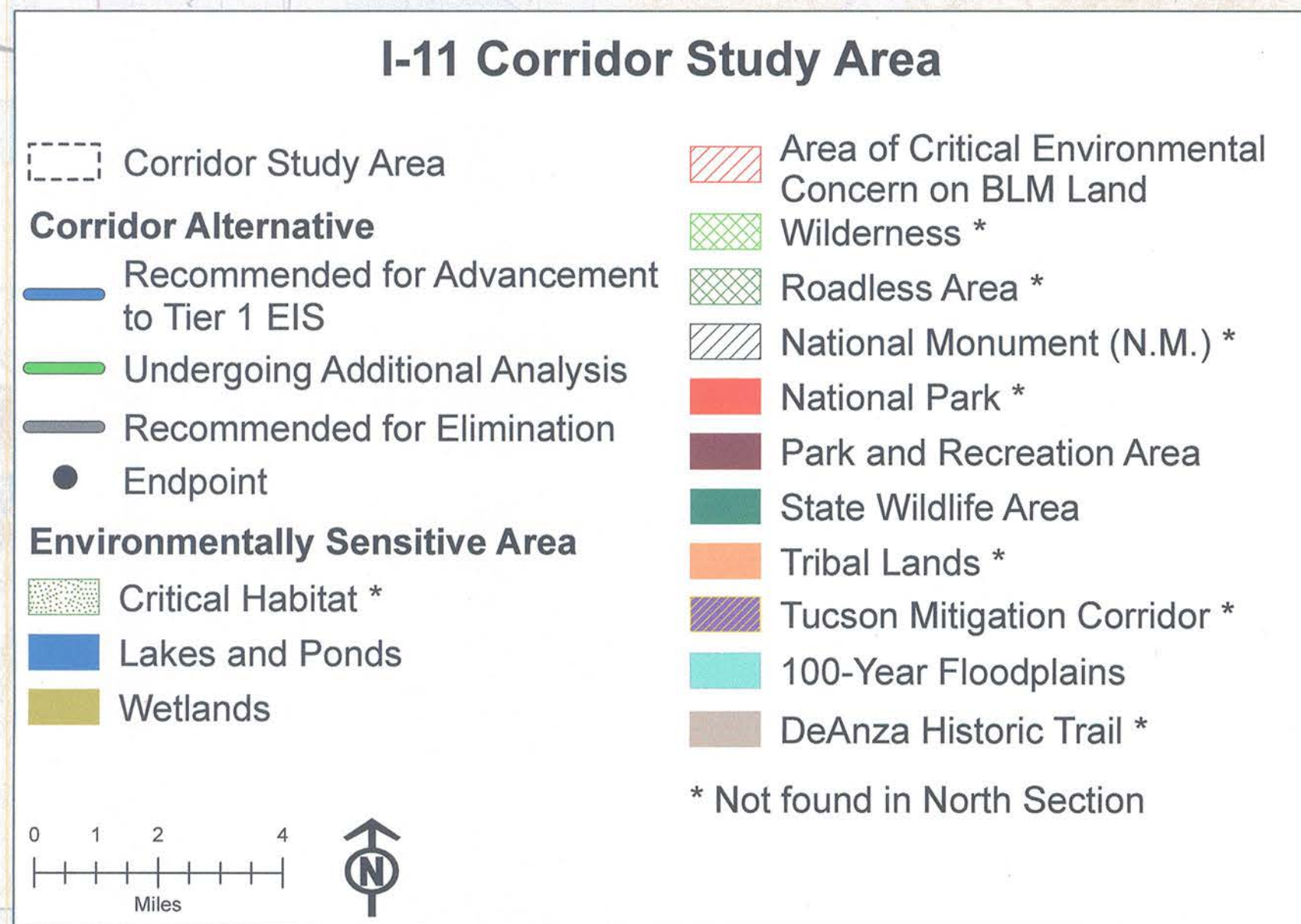
Wickenburg  
Massacre  
SITE

VALUE OF  
HASSAYAMPA  
RIVER PRESERVE  
NEEDS  
CONSIDERATION

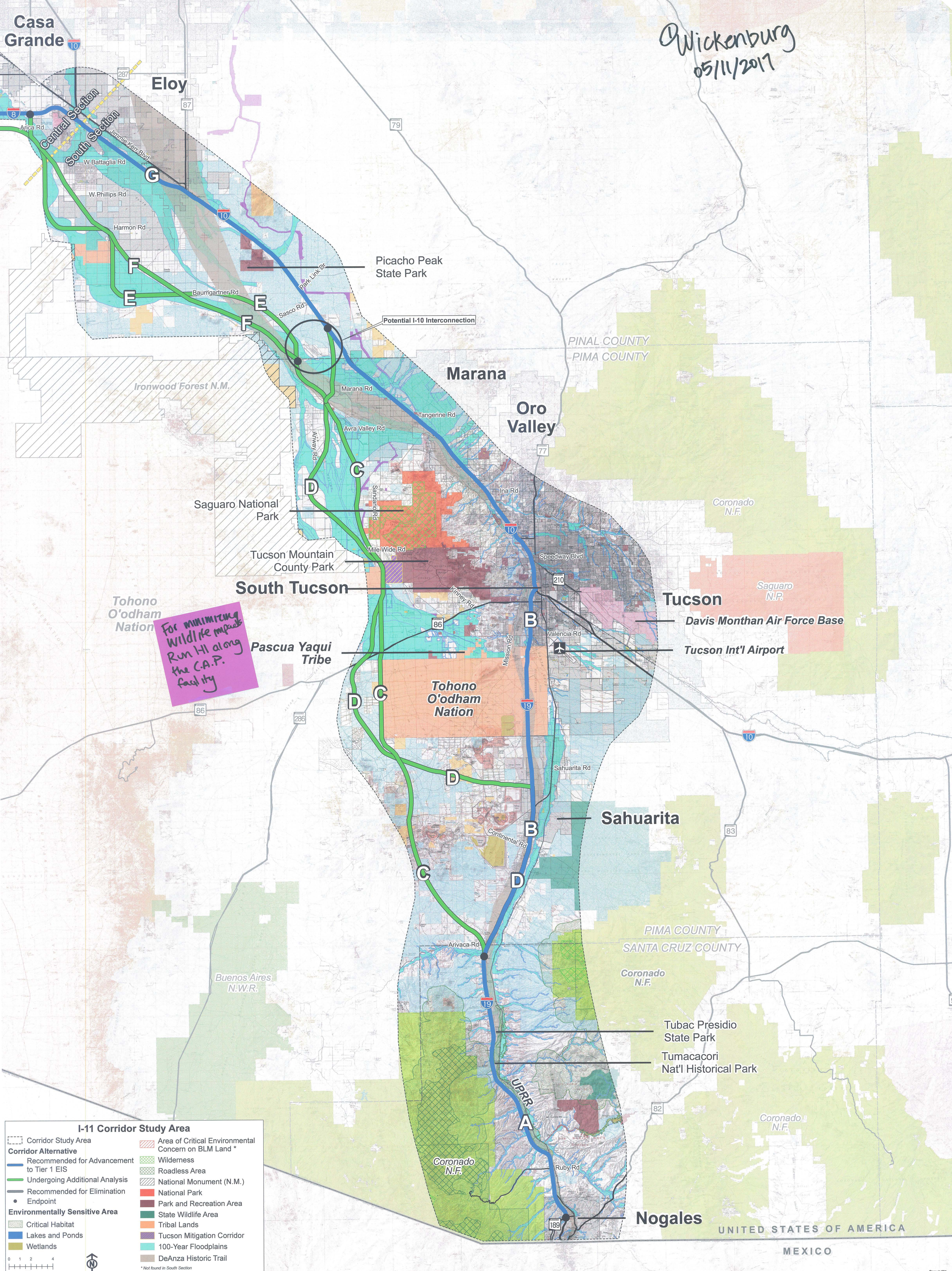
LIKE "T"  
"S" NOT  
PRACTICABLE

LIKE "T"  
"S" NOT  
GOOD!

Protect  
Hassayampa  
Preserve







Wickenburg  
05/11/2017

For minimizing  
wildlife impact  
Run HI along  
the C.A.P.  
facility

**I-11 Corridor Study Area**

**Corridor Study Area**

**Corridor Alternative**

- Recommended for Advancement to Tier 1 EIS
- Undergoing Additional Analysis
- Recommended for Elimination
- Endpoint

**Environmentally Sensitive Area**

- Critical Habitat
- Lakes and Ponds
- Wetlands

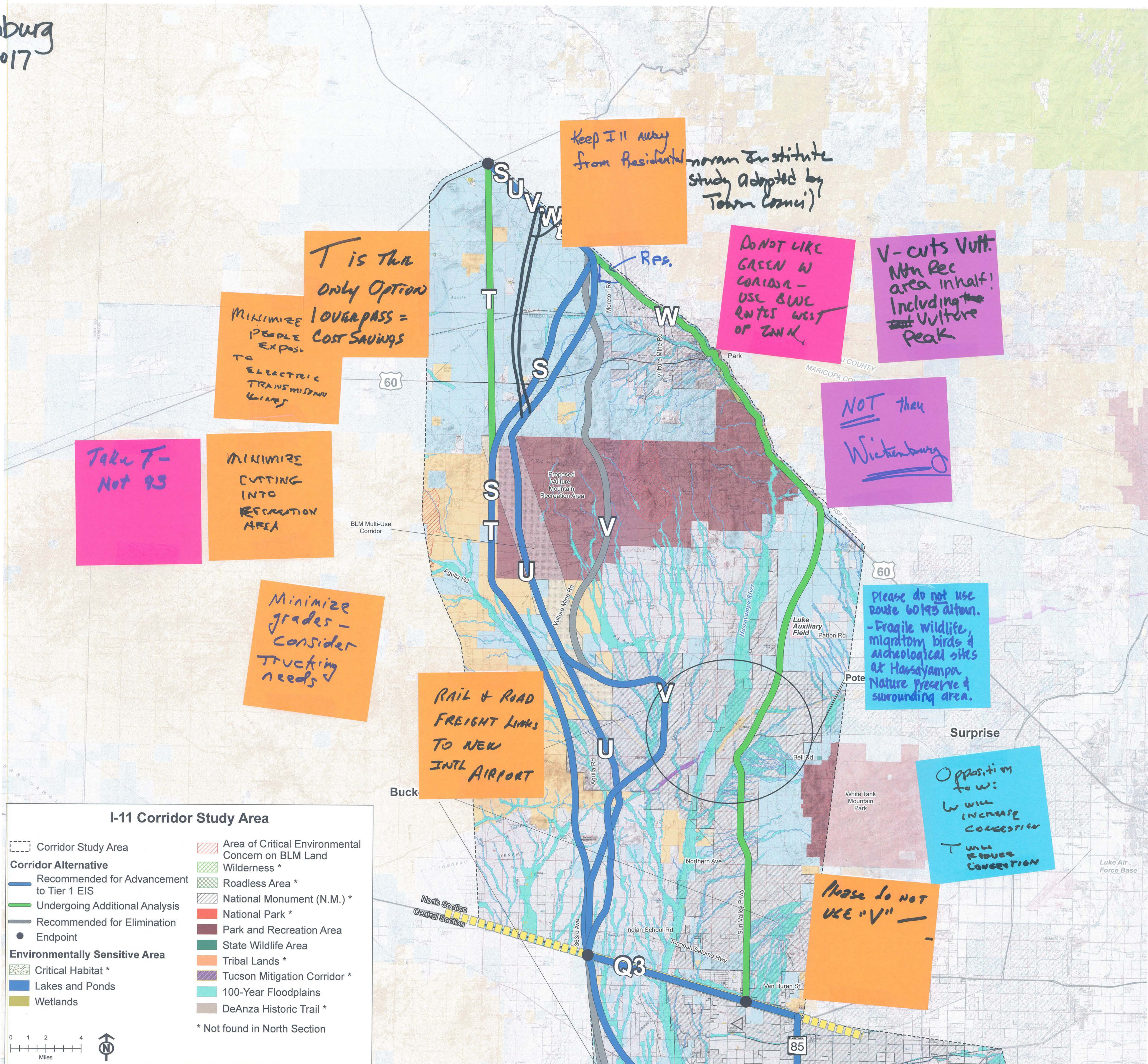
**Area of Critical Environmental Concern on BLM Land \***

- Wilderness
- Roadless Area
- National Monument (N.M.)
- National Park
- Park and Recreation Area
- State Wildlife Area
- Tribal Lands
- Tucson Mitigation Corridor
- 100-Year Floodplains
- DeAnza Historic Trail

\* Not found in South Section

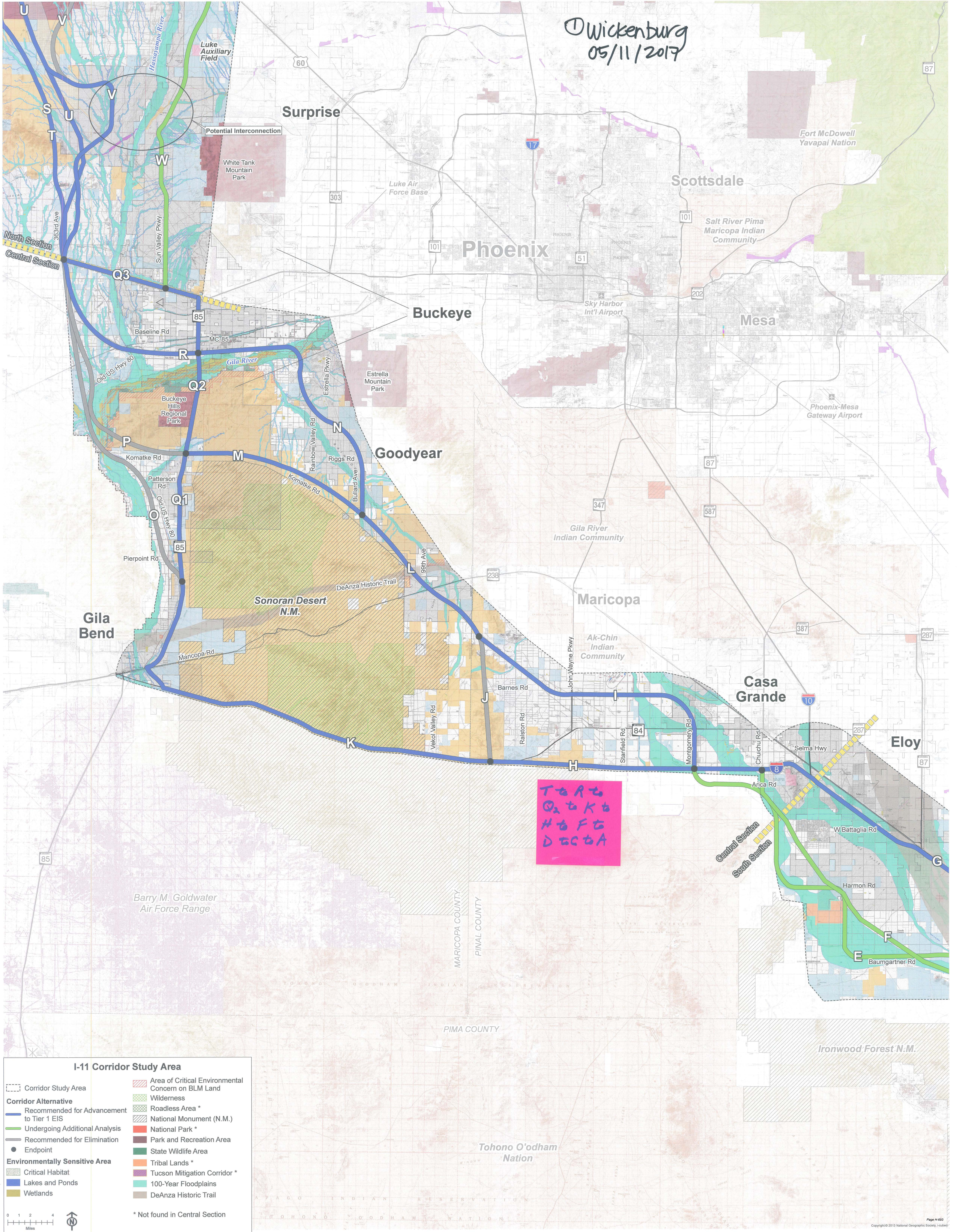


Wickenburg  
05/11/2017

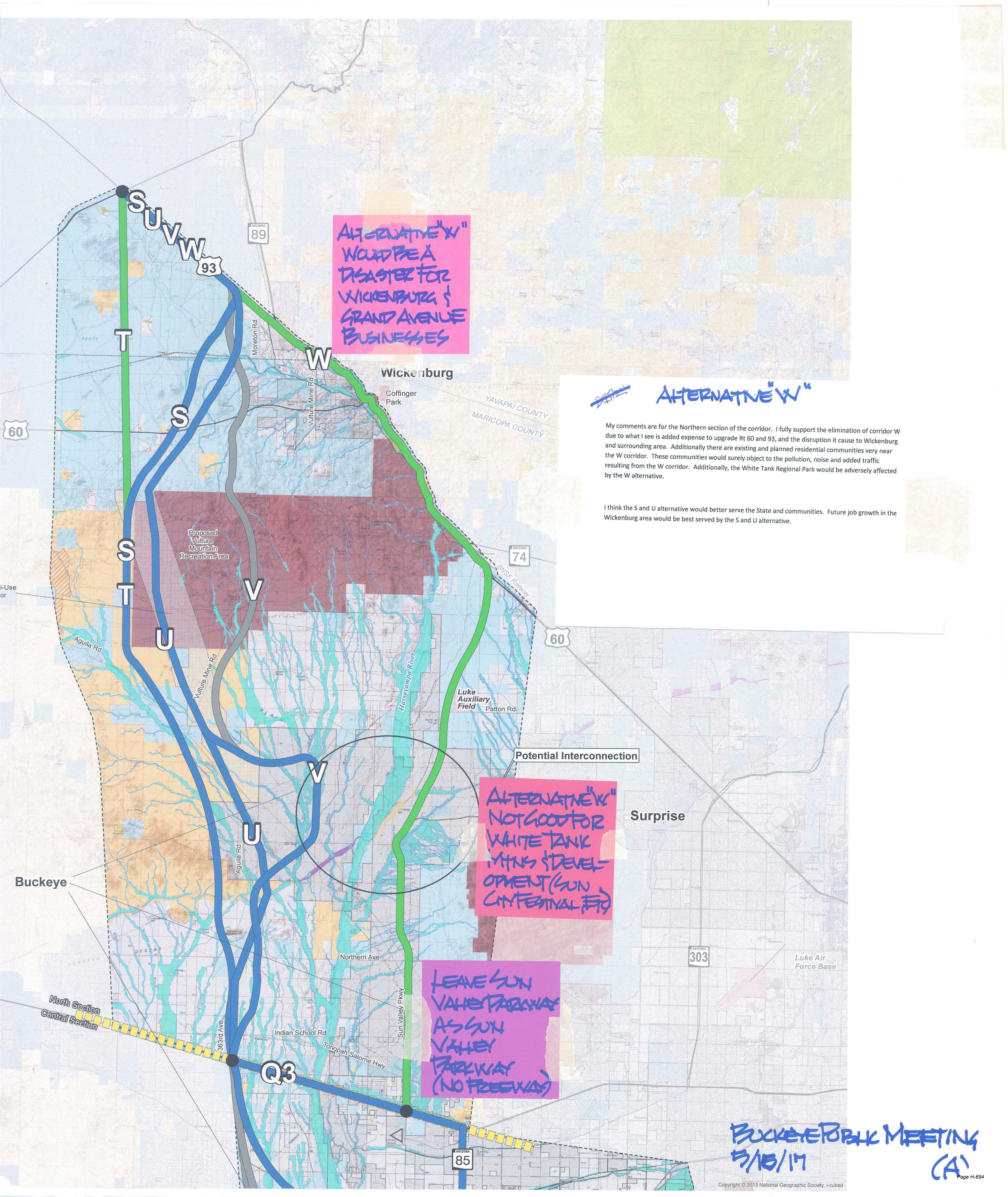




① Wickenburg  
05/11/2017







ALTERNATIVE "W"  
WOULD BE A  
DISASTER FOR  
WICKENBURG &  
GRAND AVENUE  
BUSINESSES

~~W~~ ALTERNATIVE "W"

My comments are for the Northern section of the corridor. I fully support the elimination of corridor W due to what I see is added expense to upgrade Rt 60 and 93, and the disruption it cause to Wickenburg and surrounding area. Additionally there are existing and planned residential communities very near the W corridor. These communities would surely object to the pollution, noise and added traffic resulting from the W corridor. Additionally, the White Tank Regional Park would be adversely affected by the W alternative.

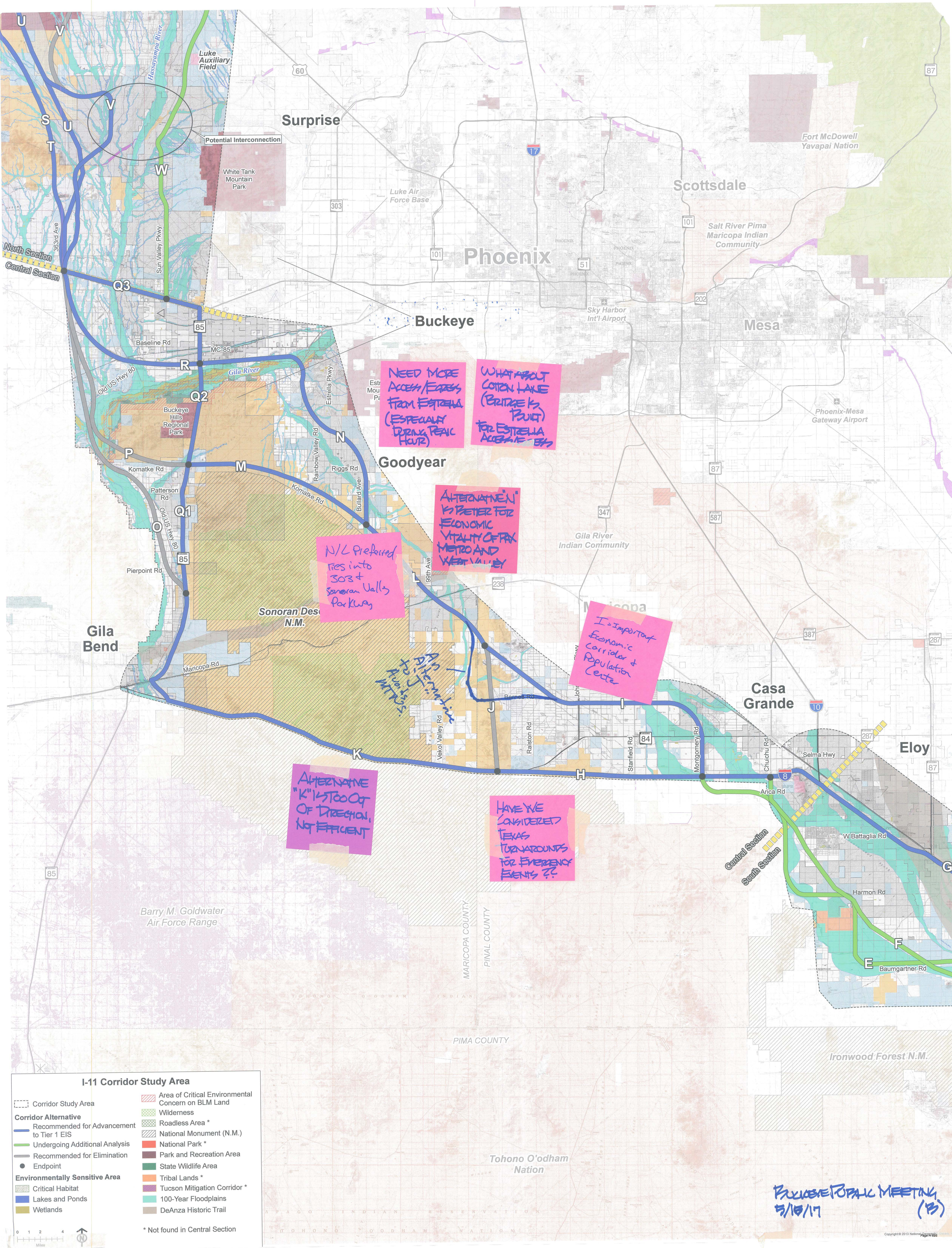
I think the S and U alternative would better serve the State and communities. Future job growth in the Wickenburg area would be best served by the S and U alternative.

ALTERNATIVE "V"  
NOT GOOD FOR  
WHITE TANK  
MOUNTAIN DEVELOPMENT (SUN  
CITY FESTIVAL FID)

LEAVE SUN  
VALLEY PARKWAY  
AS SUN  
VALLEY  
PARKWAY  
(NO FREEWAY)

BUCKEYE PUBLIC MEETING  
5/15/17  
(A)





**I-11 Corridor Study Area**

Corridor Study Area

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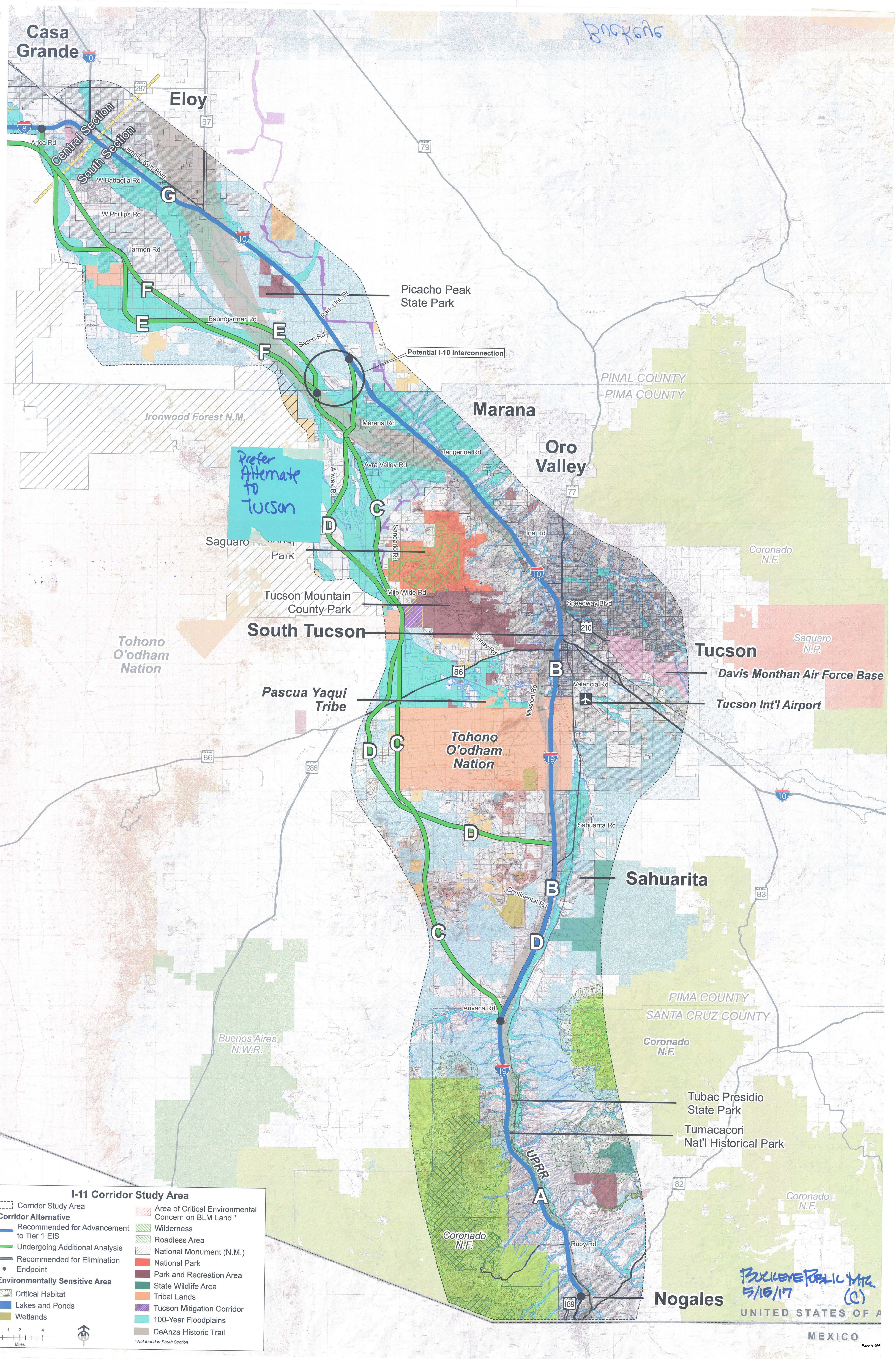
**Environmentally Sensitive Area**

- Critical Habitat
- Lakes and Ponds
- Wetlands
- Area of Critical Environmental Concern on BLM Land
- Wilderness
- Roadless Area \*
- National Monument (N.M.)
- National Park \*
- Park and Recreation Area
- State Wildlife Area
- Tribal Lands \*
- Tucson Mitigation Corridor \*
- 100-Year Floodplains
- DeAnza Historic Trail

\* Not found in Central Section

Public Public Meeting  
5/15/17  
(P)





Casa Grande

Eloy

Marana

Oro Valley

South Tucson

Tucson

Sahuarita

Nogales

**I-11 Corridor Study Area**

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**Environmentally Sensitive Area**

- Critical Habitat
- Lakes and Ponds
- Wetlands

Area of Critical Environmental Concern on BLM Land \*

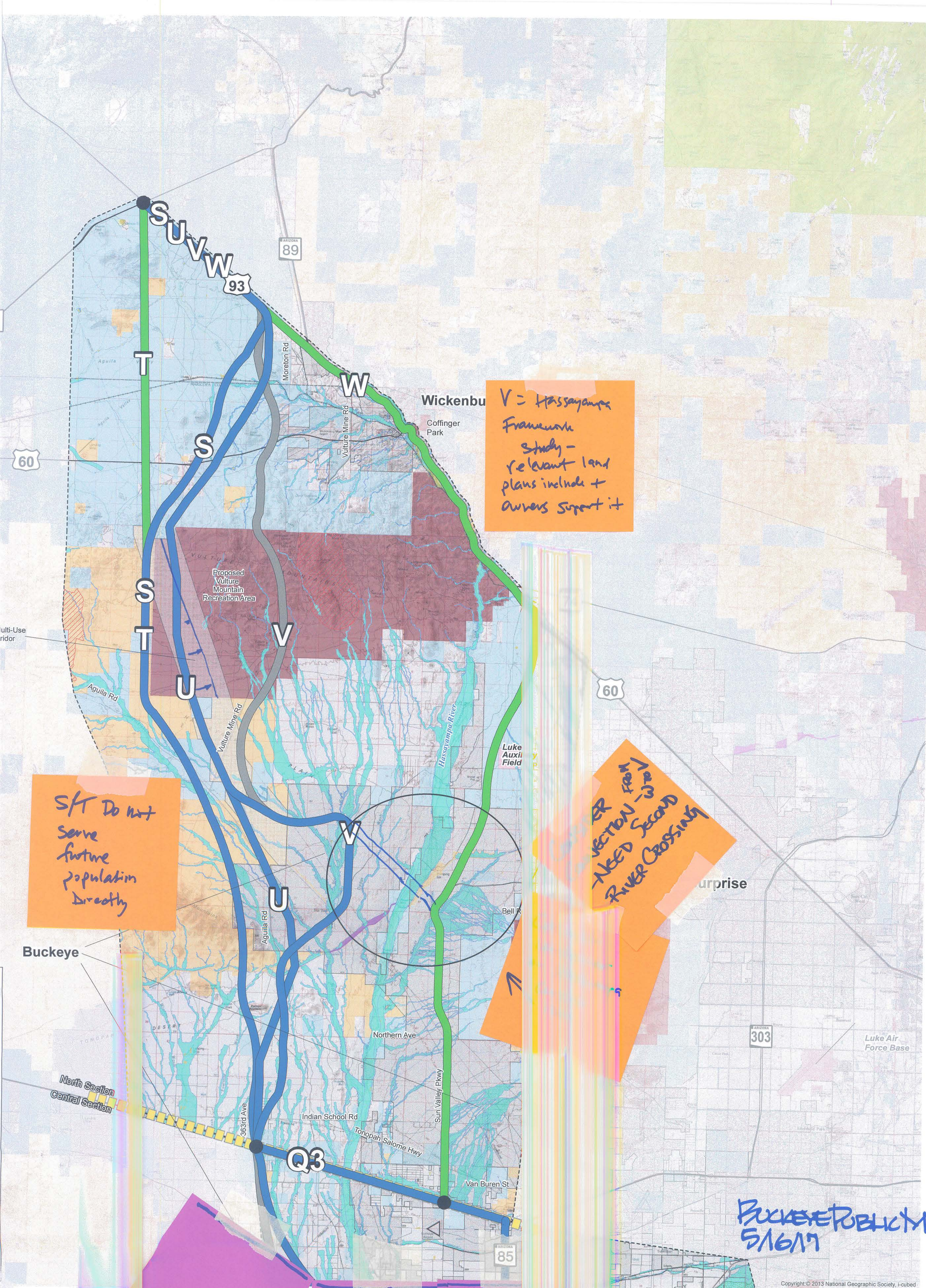
- Wilderness
- Roadless Area
- National Monument (N.M.)
- National Park
- Park and Recreation Area
- State Wildlife Area
- Tribal Lands
- Tucson Mitigation Corridor
- 100-Year Floodplains
- DeAnza Historic Trail

Buckeye Rail Mtn. 5/15/17 (C)

UNITED STATES OF A

MEXICO





S/T Do not  
serve  
future  
population  
directly

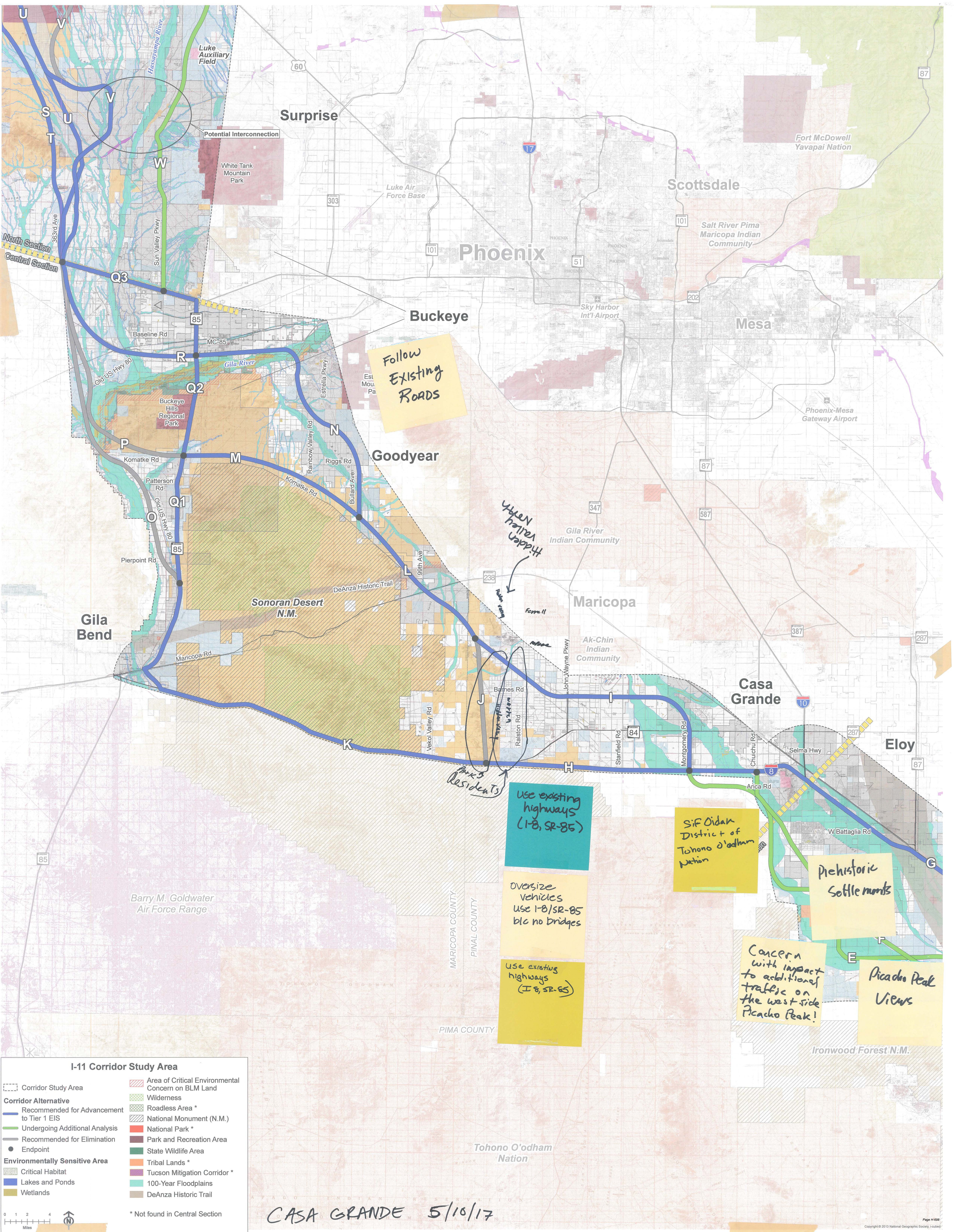
V = Hassayampa  
Framework  
Study -  
relevant land  
plans include +  
owners support it

NEED SECOND  
RIVER CROSSING

BUCKEYE PUBLIC MEETING  
5/16/17  
(D)

APPROXIMATE  
LOCATION  
OF  
WATER





**I-11 Corridor Study Area**

Corridor Study Area

**Corridor Alternative**

- Recommended for Advancement to Tier 1 EIS
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- Endpoint

**Environmentally Sensitive Area**

- Critical Habitat
- Lakes and Ponds
- Wetlands

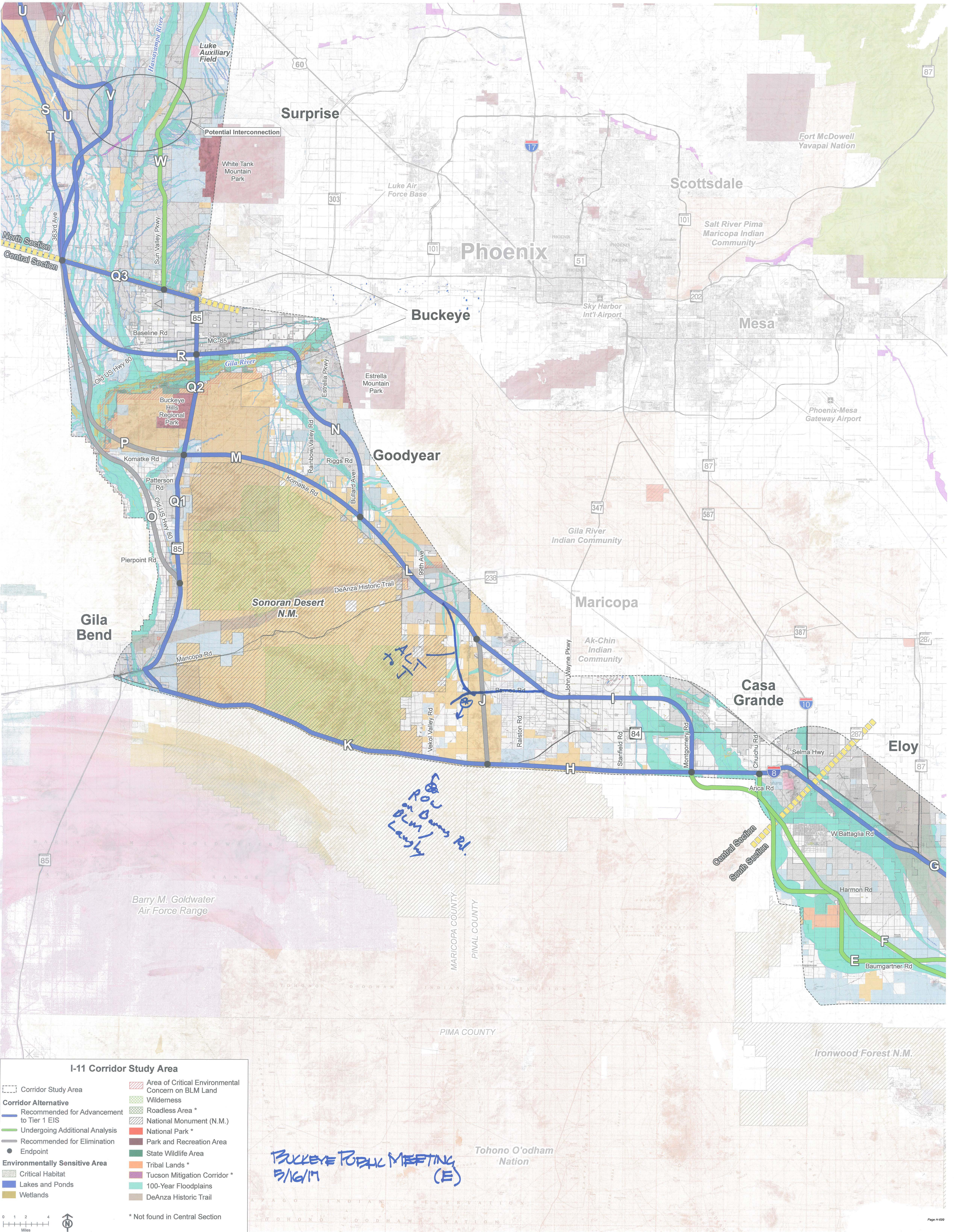
**Area of Critical Environmental Concern on BLM Land**

- Wilderness
- Roadless Area \*
- National Monument (N.M.)
- National Park \*
- Park and Recreation Area
- State Wildlife Area
- Tribal Lands \*
- Tucson Mitigation Corridor \*
- 100-Year Floodplains
- DeAnza Historic Trail

\* Not found in Central Section

CASA GRANDE 5/10/17





### I-11 Corridor Study Area

Corridor Study Area

Corridor Alternative

Recommended for Advancement to Tier 1 EIS

Undergoing Additional Analysis

Recommended for Elimination

Endpoint

Environmentally Sensitive Area

Critical Habitat

Lakes and Ponds

Wetlands

Area of Critical Environmental Concern on BLM Land

Wilderness

Roadless Area \*

National Monument (N.M.)

National Park \*

Park and Recreation Area

State Wildlife Area

Tribal Lands \*

Tucson Mitigation Corridor \*

100-Year Floodplains

DeAnza Historic Trail

\* Not found in Central Section

0

1

2

3

4

Miles

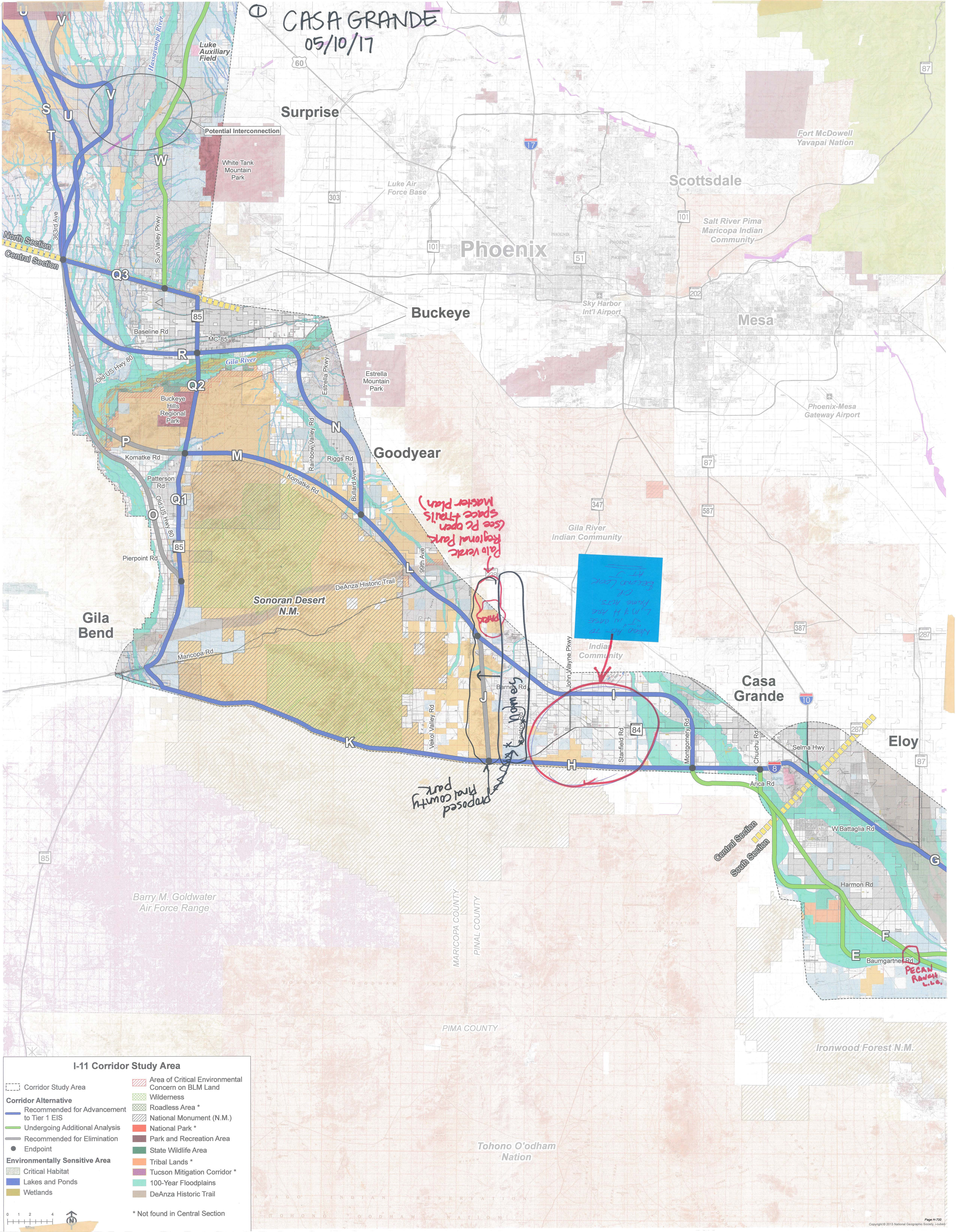
North Arrow

Buckeye Public Meeting 5/16/17 (E)

Page H-699



CASA GRANDE  
05/10/17



**I-11 Corridor Study Area**

**Corridor Alternative**

- Recommended for Advancement to Tier 1 EIS
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- Endpoint

**Environmentally Sensitive Area**

- Critical Habitat
- Lakes and Ponds
- Wetlands

**Area of Critical Environmental Concern on BLM Land**

- Wilderness
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- State Wildlife Area
- Tribal Lands \*
- Tucson Mitigation Corridor \*
- 100-Year Floodplains
- DeAnza Historic Trail

\* Not found in Central Section

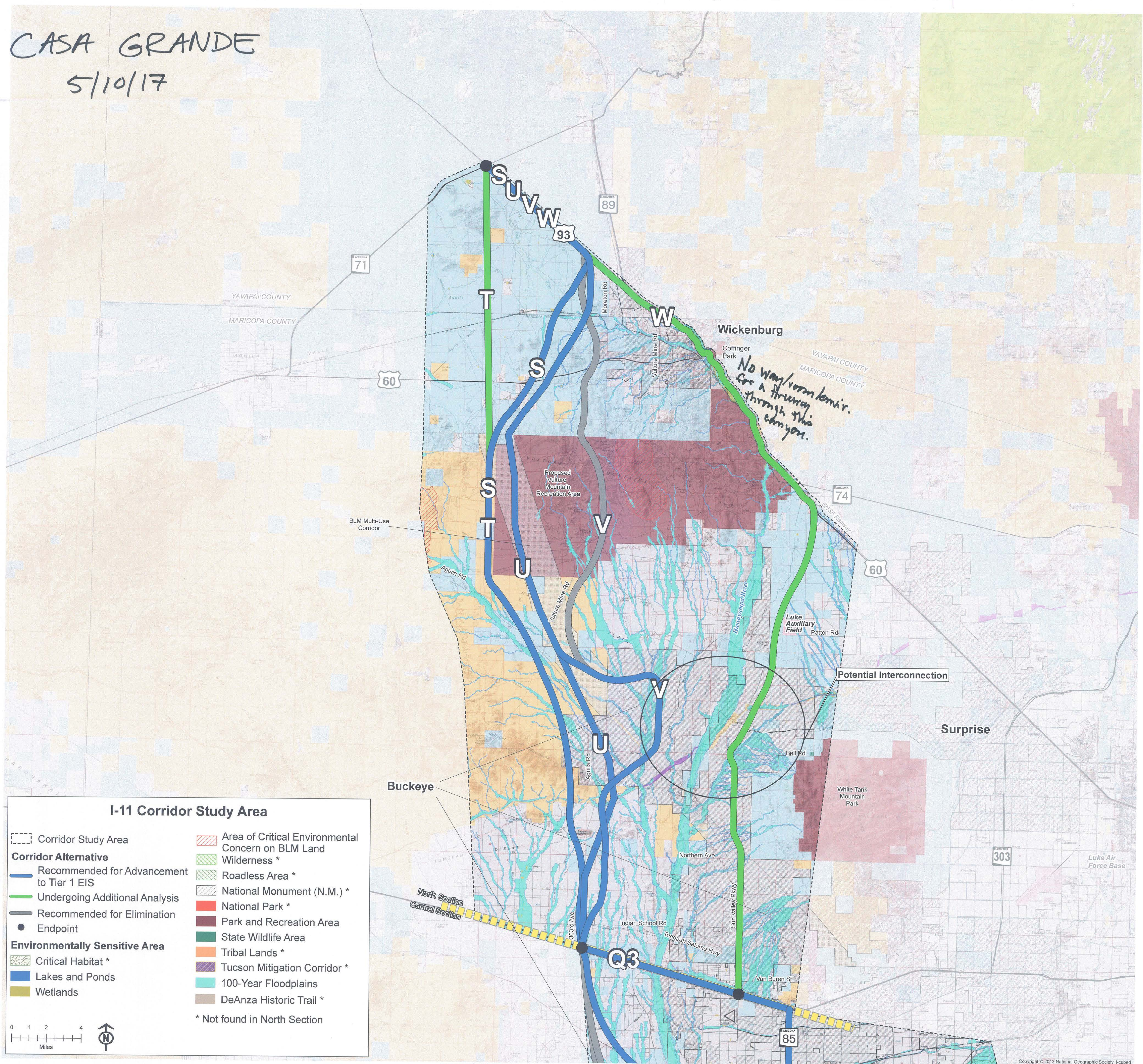
0 1 2 4

Scale

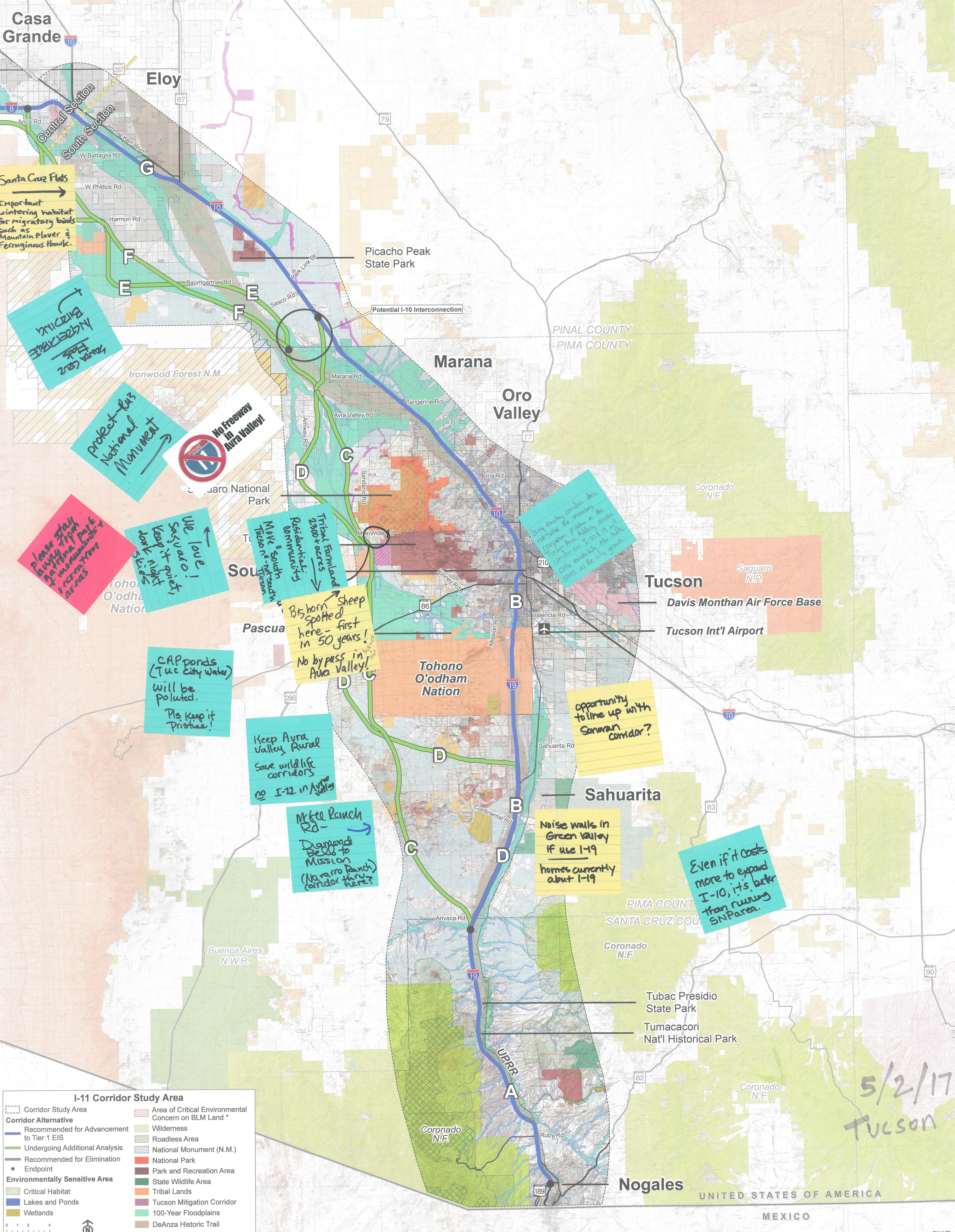
North Arrow



*CASA GRANDE*  
*5/10/17*







Santa Cruz Flats  
Important wintering habitat for migratory birds such as Mountain Plover & Ferruginous Hawk.

WICZUA  
THAT IS WHY  
SPOT  
2025 WINTER

Protect this National Monument

No Freeway in Avra Valley!

Please stay away from National Monument & recreation areas

We love Saguaro! Keep it quiet! Keep it right! Keep it wild!

Move "South Tucson" community 2500+ acres Tribal Farmland

Big horn spotted here - first in 50 years! No bypass in Avra Valley!

CAP ponds (Tuc City water) will be polluted. Pls keep it pristine!

Keep Avra Valley Rural Save wildlife corridors no I-11 in Avra Valley

Mt. Rancho Rd - Diamond Bell to Mission (Navarro Ranch) corridor thru here?

Using existing corridors does not solve the increasing congestion problem in the Tucson Avra Valley corridor on I-10 & I-19. Only expand the corridor 1500' as the city grows.

opportunity to line up with Sonoran corridor?

Noise walls in Green Valley if use I-19 homes currently about I-19

Even if it costs more to expand I-10, it's better than running SNP area.

### I-11 Corridor Study Area

Corridor Study Area

Corridor Alternative

Recommended for Advancement to Tier 1 EIS

Undergoing Additional Analysis

Recommended for Elimination

Endpoint

Environmentally Sensitive Area

Critical Habitat

Lakes and Ponds

Wetlands

Area of Critical Environmental Concern on BLM Land \*

Wilderness

Roadless Area

National Monument (N.M.)

National Park

Park and Recreation Area

State Wildlife Area

Tribal Lands

Tucson Mitigation Corridor

100-Year Floodplains

DeAnza Historic Trail

0 1 2 4 Miles

North Arrow

\* Not found in South Section

5/2/17  
Tucson





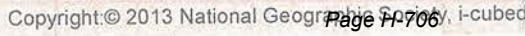














Eliminated entire route to eliminate example Tiwan

Proposed Vulture Mountain Recreation Area

US 60 Already congested and tight. Should have thought of this 50-60 years ago!

Tucson 5/2/2017

### I-11 Corridor Study Area

Corridor Study Area

Corridor Alternative

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Recommended for Elimination

Endpoint

Environmentally Sensitive Area

Critical Habitat \*

Lakes and Ponds

Wetlands

Area of Critical Environmental Concern on BLM Land

Wilderness \*

Roadless Area \*

National Monument (N.M.) \*

National Park \*

Park and Recreation Area

State Wildlife Area

Tribal Lands \*

Tucson Mitigation Corridor \*

100-Year Floodplains

DeAnza Historic Trail \*

\* Not found in North Section

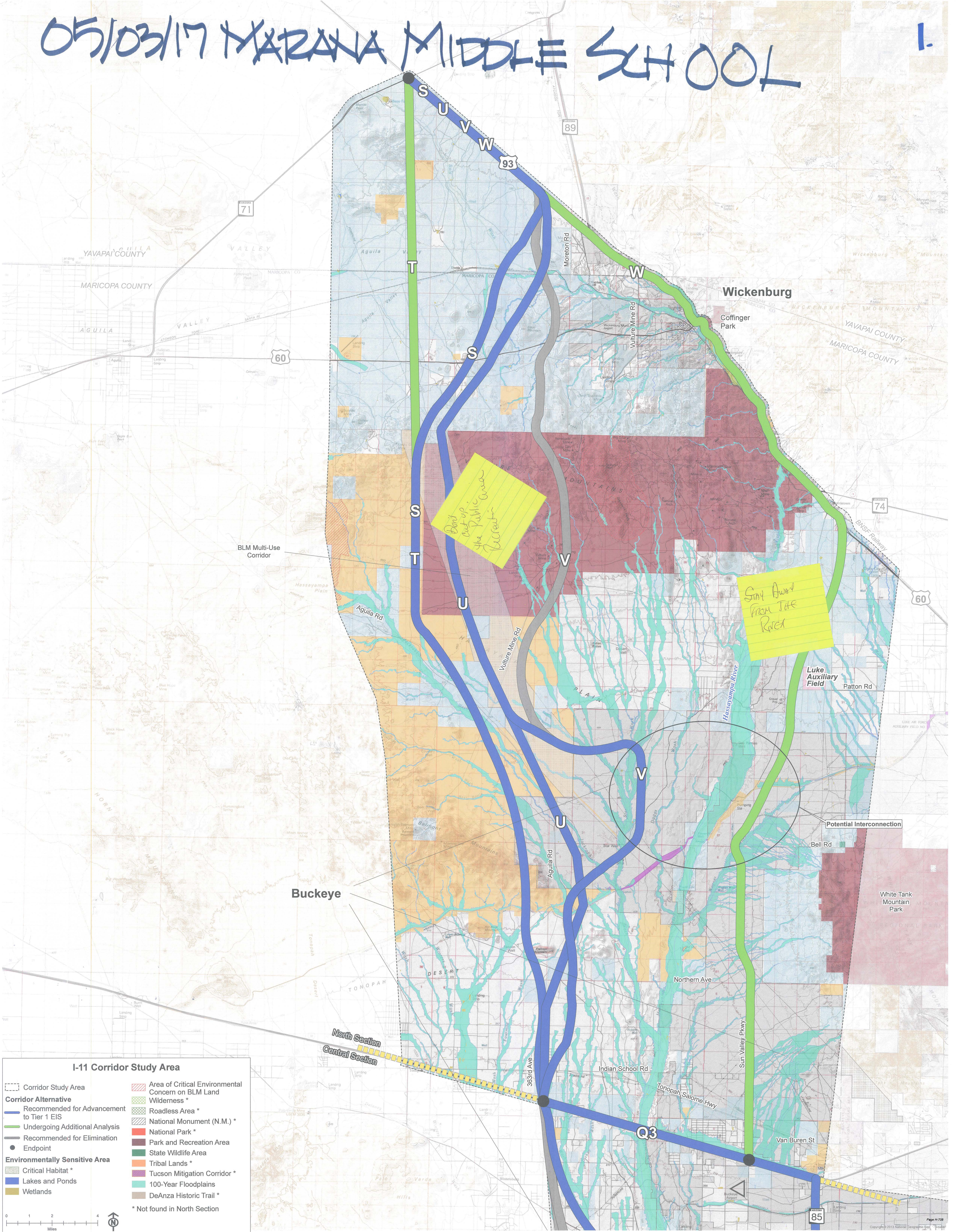
The map displays the I-11 Corridor Study Area, which includes the proposed Vulture Mountain Recreation Area and the Luke Auxiliary Field. It shows the intersection of I-11 and I-19, with various road alternatives and environmental sensitive areas. Key locations include Buckeye, Wickenburg, and the Luke Auxiliary Field. The map also shows the proposed Vulture Mountain Recreation Area and the Luke Auxiliary Field. The map includes a legend, a scale bar, and a north arrow.

Copyright © 2013 National Geographic Society



# 05/03/17 MARANA MIDDLE SCHOOL

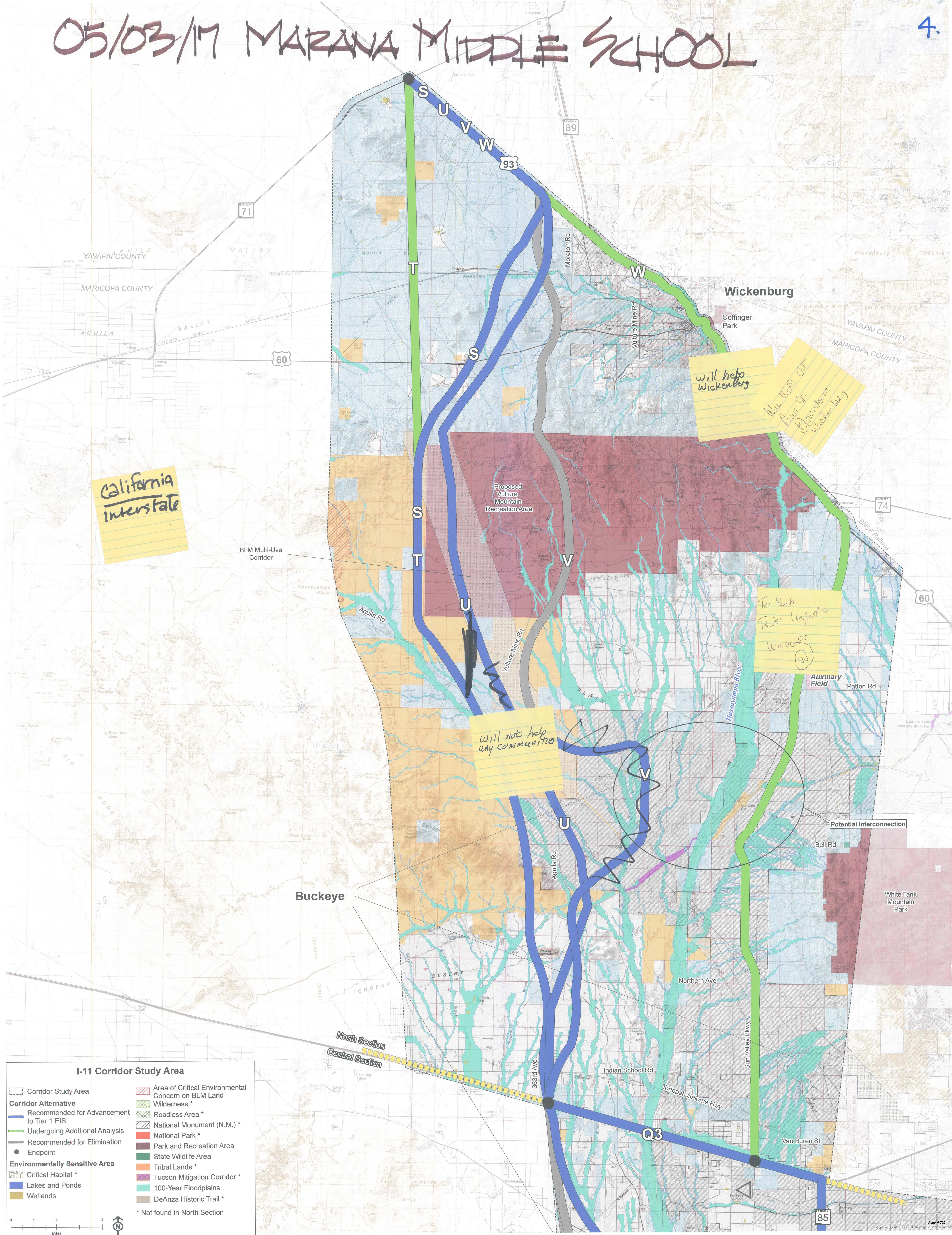
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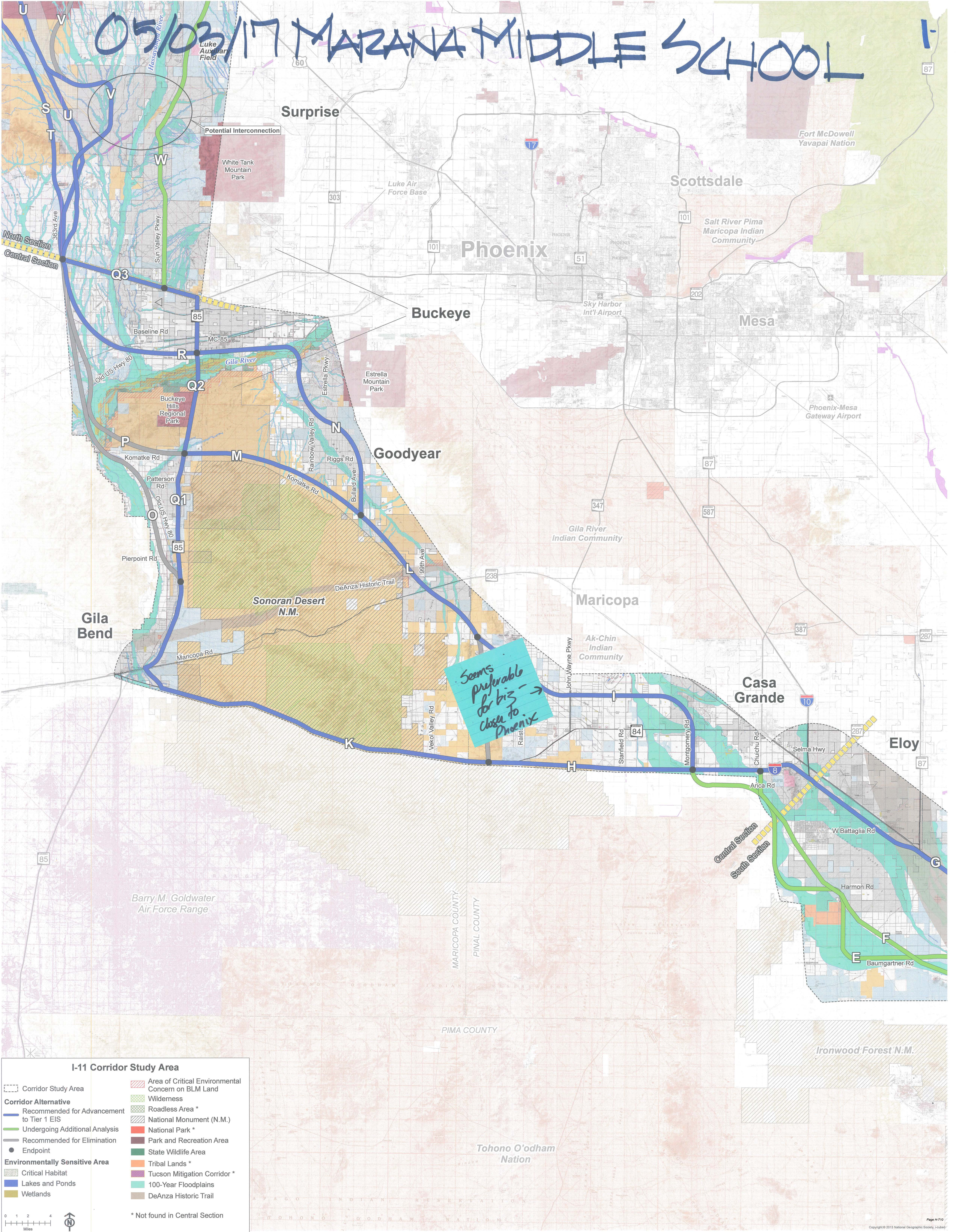
# 05/03/17 MARANA MIDDLE SCHOOL

4.





# 05/03/17 MARANA MIDDLE SCHOOL



Seems preferable for biz - closer to Phoenix

### I-11 Corridor Study Area

**Corridor Alternative**

- Recommended for Advancement to Tier 1 EIS
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- Endpoint

**Environmentally Sensitive Area**

- Critical Habitat
- Lakes and Ponds
- Wetlands

- Area of Critical Environmental Concern on BLM Land
- Wilderness
- Roadless Area \*
- National Monument (N.M.)
- National Park \*
- Park and Recreation Area
- State Wildlife Area
- Tribal Lands \*
- Tucson Mitigation Corridor \*
- 100-Year Floodplains
- DeAnza Historic Trail

\* Not found in Central Section



**05/03/17 MARANA MODIE SCHOOL**

**Handwritten Notes:**

- Yellow Box:**
  - SUPPORT FOR I-11 SM
  - CONCERNS FOR:
    - TRAVEL EFFICIENCY
    - ECONOMIC DEVELOPMENT
- Pink Box:**
  - Dillon site →
  - amplifying?
- Yellow Box:**
  - It's a bad idea →
  - (could be moved 1/2 mile west out of mountains)
- Pink Box:**
  - Concerned about proximity to road.
  - noise

**Other Notes:**

- Takes you far from Phoenix

**Map Legend:**

- I-11 Corridor Study Area**
  - Corridor Study Area
  - Corridor Alternative
    - Recommended for Advancement to Tier 1 EIS
    - Undergoing Additional Analysis
    - Recommended for Elimination
    - Endpoint
  - Environmentally Sensitive Area
    - Critical Habitat
    - Lakes and Ponds
    - Wetlands
- Other Features:**
  - Area of Critical Environmental Concern on BLM Land
  - Wilderness
  - Roadless Area \*
  - National Monument (N.M.)
  - National Park \*
  - Park and Recreation Area
  - State Wildlife Area
  - Tribal Lands \*
  - Tucson Mitigation Corridor \*
  - 100-Year Floodplains
  - DeAnza Historic Trail

**\* Not found in Central Section**

**05/03/17 MARANA MODIE SCHOOL**

**Handwritten Notes:**

- Yellow Box:**
  - SUPPORT FOR I-11 SM
  - CONCERNS FOR:
    - TRAVEL EFFICIENCY
    - ECONOMIC DEVELOPMENT
- Pink Box:**
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**Other Notes:**

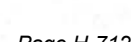
- Takes you far from Phoenix

**Legend:**

- I-11 Corridor Study Area**
  - Corridor Study Area
  - Corridor Alternative
    - Recommended for Advancement to Tier 1 EIS
    - Undergoing Additional Analysis
    - Recommended for Elimination
    - Endpoint
  - Environmentally Sensitive Area
    - Critical Habitat
    - Lakes and Ponds
    - Wetlands
- Other Areas**
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  - Tribal Lands \*
  - Tucson Mitigation Corridor \*
  - 100-Year Floodplains
  - DeAnza Historic Trail

\* Not found in Central Section







Casa Grande

# 05/03/17 MARANA MIDDLE SCHOOL

2.

Eloy

Picacho Peak State Park

Marana

South Tucson

Tucson

Davis Monahan Air Force Base

Tucson Int'l Airport

Sahuarita

PIMA COUNTY  
SANTA CRUZ COUNTY

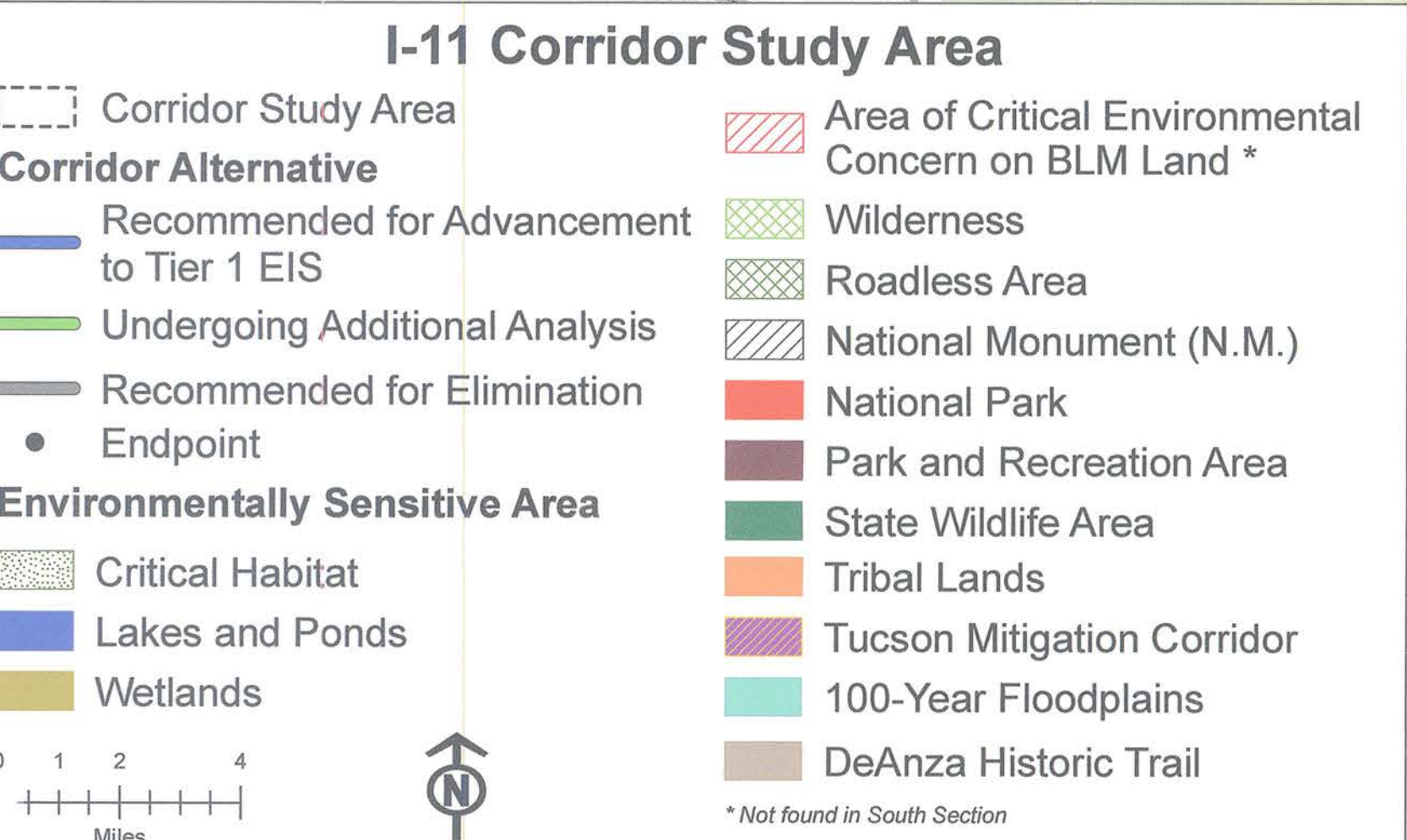
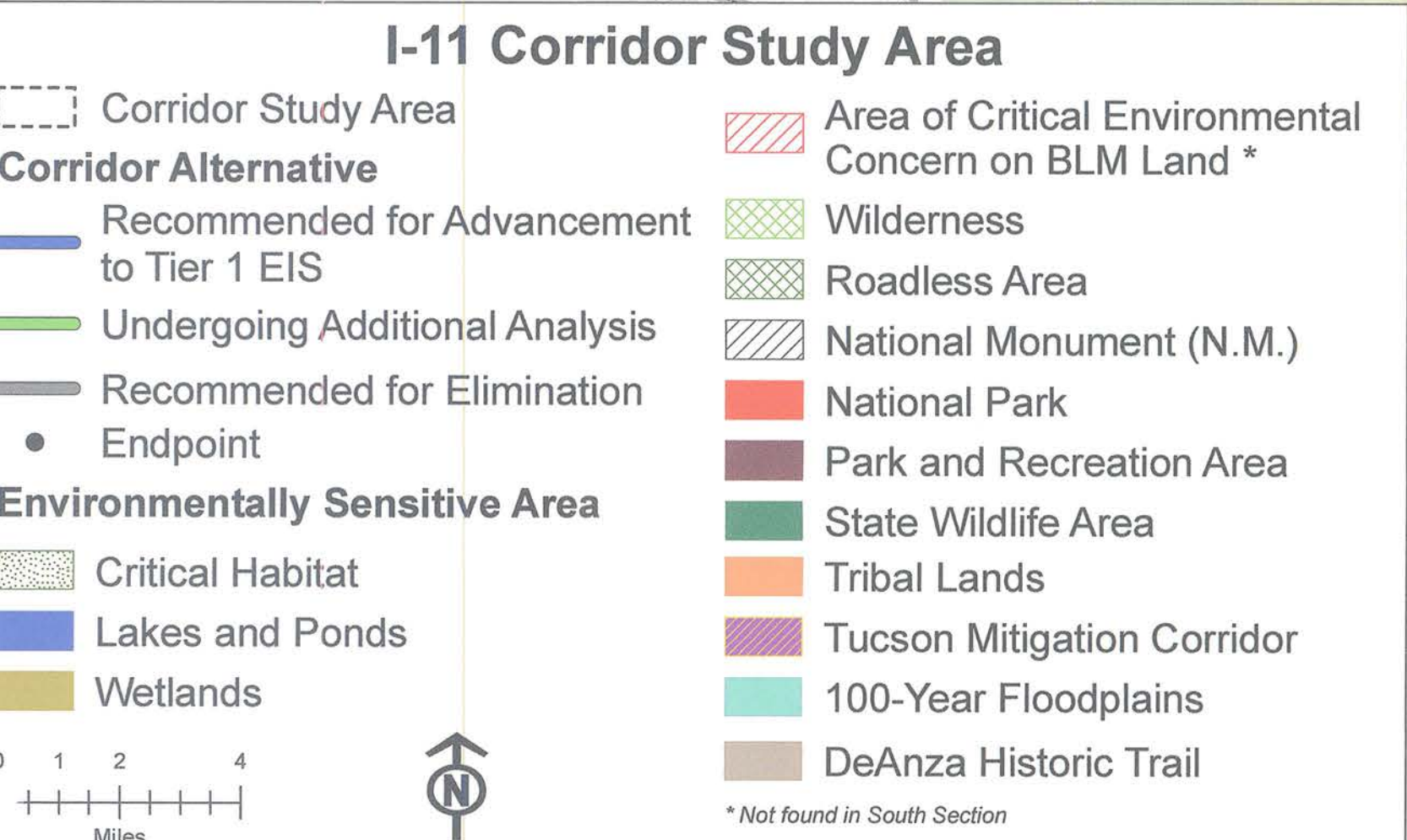
Tubac Presidio State Park

Tumacacori Nat'l Historical Park

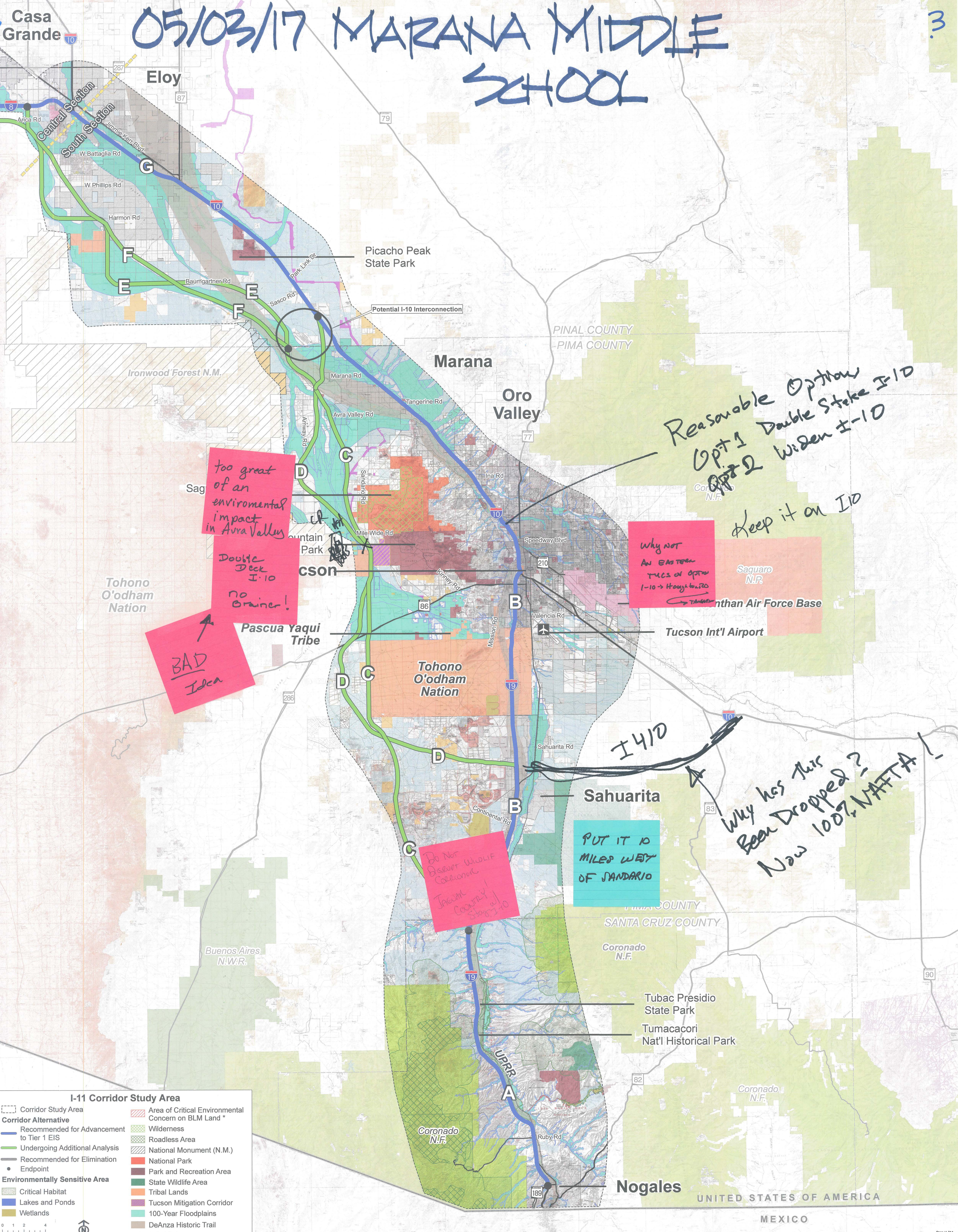
Nogales

UNITED STATES OF AMERICA

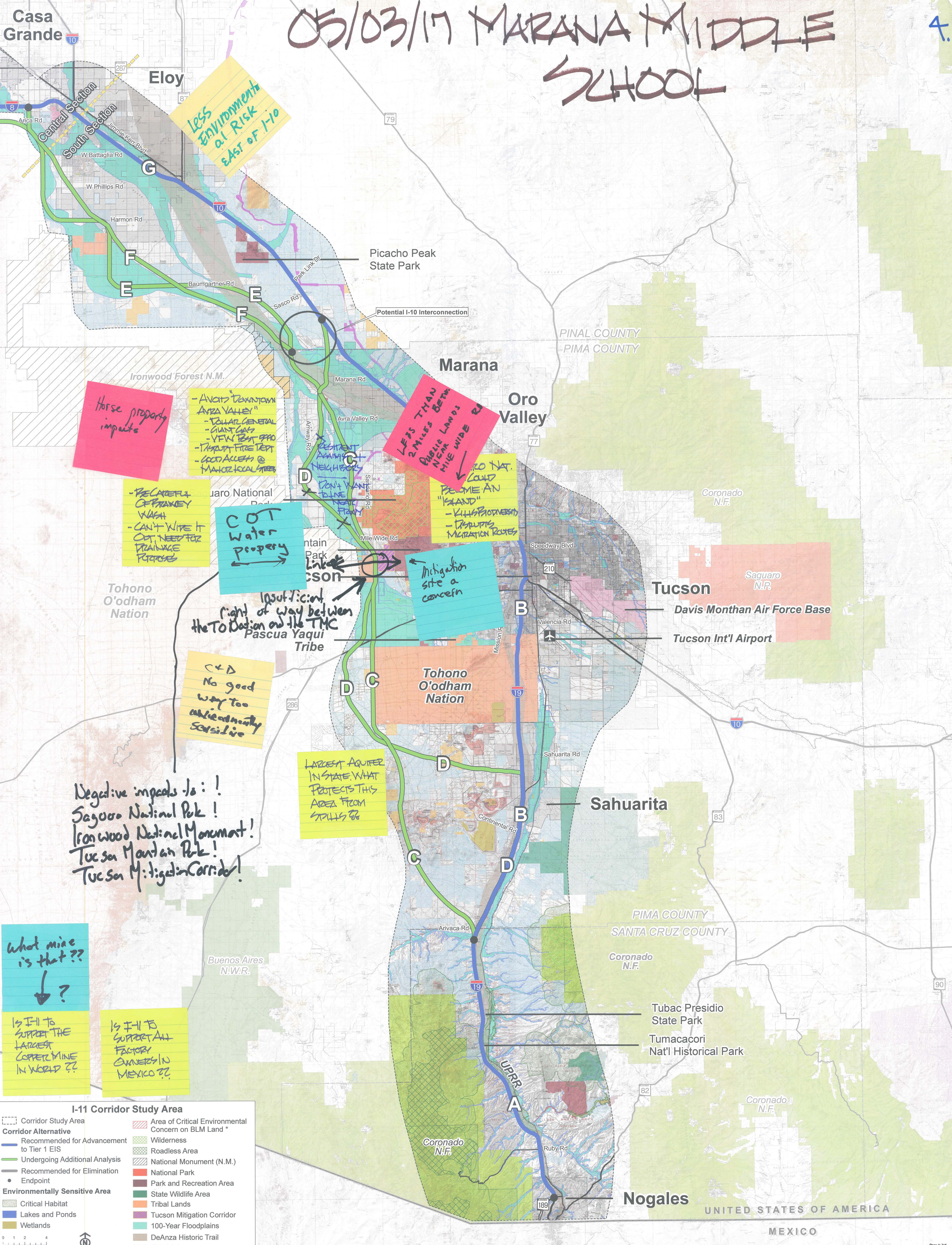
MEXICO



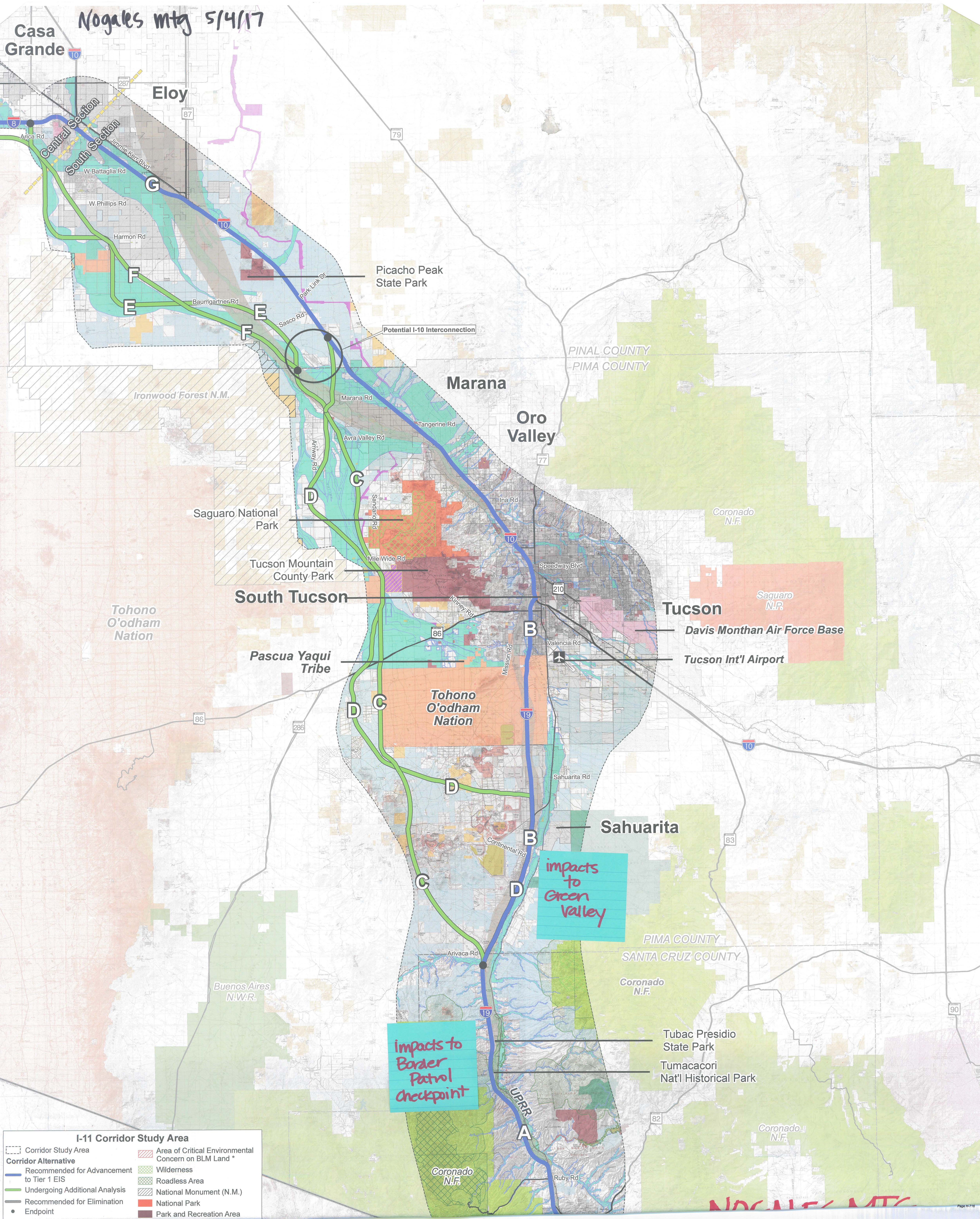






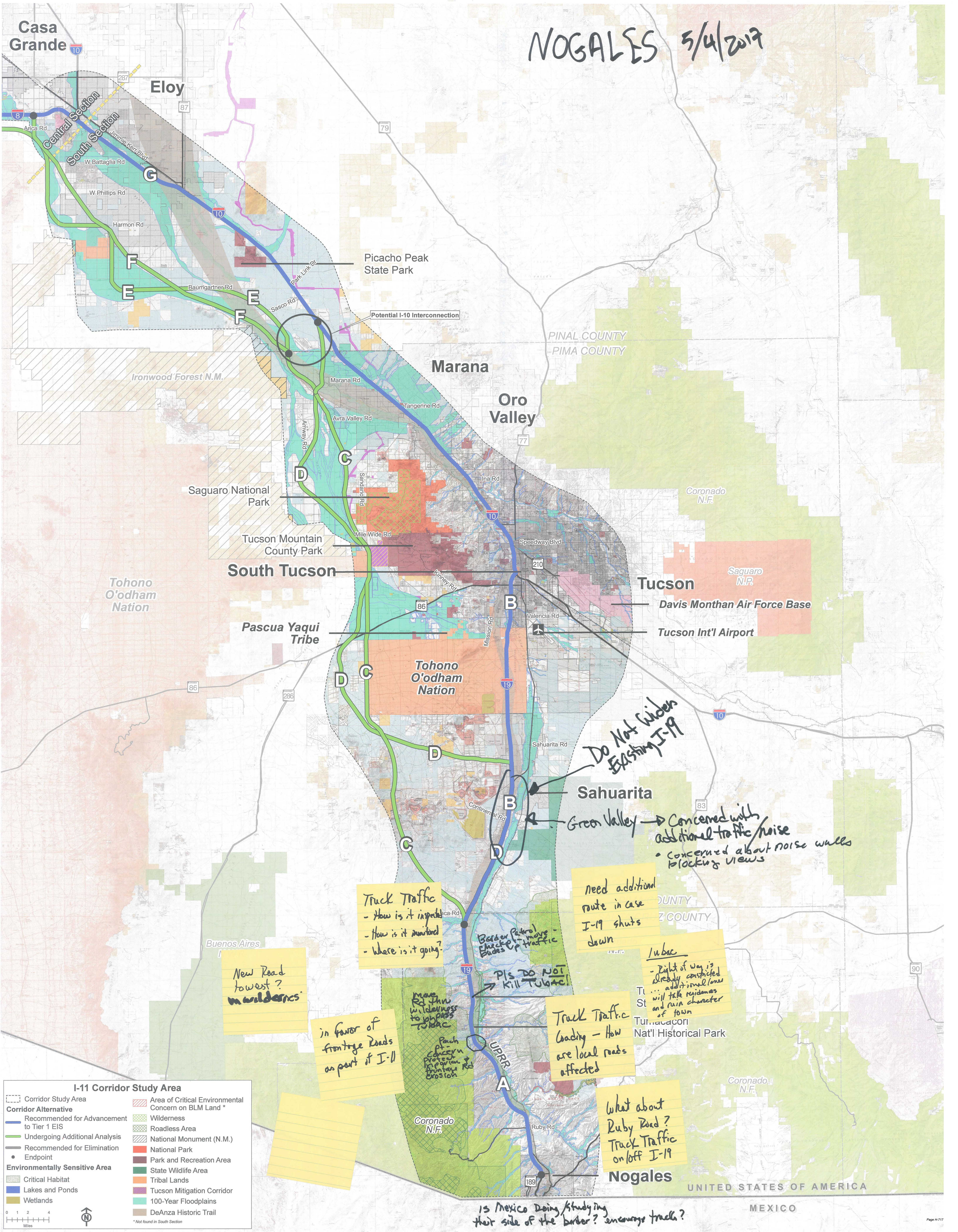








NOGALES 5/4/2017



Casa Grande

Eloy

Marana

Oro Valley

South Tucson

Tucson

Sahuarita

Nogales

**I-11 Corridor Study Area**

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**Environmentally Sensitive Area**

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- Tribal Lands
- Tucson Mitigation Corridor
- 100-Year Floodplains
- DeAnza Historic Trail

\* Not found in South Section

Is Mexico Doing/ Studying their side of the border? encourage truck?



## **Telephone Comments**

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**CONTACT RECORD – ADOT I-11 TIER 1 EIS AND ASR**

INCOMING CALL DATE: 4/28/17		INCOMING CALL TIME: 10:01 A.M.	
STAKEHOLDER: [REDACTED]		[REDACTED]	
[REDACTED]		EMAIL:	
<b>REMARKS/QUESTIONS:</b> Notice stated materials would be up on 4/28. Meeting website does not have materials on it yet and its 10am. When will the materials be posted? Please let me know.			
<b>RESPONSE:</b>  An email was sent to [REDACTED] on April 28 stating that the study materials would be posted by the close of business on April 28.			
RESPONSE DATE:	RESPONSE TIME:	STAFF INITIAL:	



**CONTACT RECORD – ADOT I-11 TIER 1 EIS AND ASR**

INCOMING CALL DATE: 4/28/17		INCOMING CALL TIME: 2:18 P.M.
STAKEHOLDER: [REDACTED]		[REDACTED]
[REDACTED]		EMAIL:
<b>REMARKS/QUESTIONS:</b> Interested in corridor alternatives around Tucson. Please call back and let know when they will be available on website (not posted yet). Would like to review prior to public meeting.		
<b>RESPONSE:</b>		
RESPONSE DATE:	RESPONSE TIME:	STAFF INITIAL:



**CONTACT RECORD – ADOT I-11 TIER 1 EIS AND ASR**

INCOMING CALL DATE: 5/1/17		INCOMING CALL TIME: 7:43 A.M.	
STAKEHOLDER: [REDACTED]		[REDACTED]	
[REDACTED]		EMAIL:	
<b>REMARKS/QUESTIONS:</b> Want to attend the public meeting in Marana. What time is the meeting taking place? 3-5pm or 5-7pm? Please call back and leave message.			
<b>RESPONSE:</b>			
RESPONSE DATE:		RESPONSE TIME:	STAFF INITIAL:



**CONTACT RECORD – ADOT I-11 TIER 1 EIS AND ASR**

INCOMING CALL DATE: 5/3/17		INCOMING CALL TIME: 9:22 AM	
STAKEHOLDER: [REDACTED]		[REDACTED]	
[REDACTED]		EMAIL:	
<b>REMARKS/QUESTIONS:</b> Have called twice. Have a few questions would like to speak to somebody about. Please call back.			
<b>RESPONSE:</b>			
RESPONSE DATE:	RESPONSE TIME:	STAFF INITIAL:	



**CONTACT RECORD – ADOT I-11 TIER 1 EIS AND ASR**

INCOMING CALL DATE: 5/3/17		INCOMING CALL TIME: 7:46 AM	
STAKEHOLDER: [REDACTED]		[REDACTED]	
[REDACTED]		EMAIL:	
<b>REMARKS/QUESTIONS:</b> Opposed to I-11 cutting through the area. Live off Sahaurita Mountain Road. Moved to area for health reasons. Can't tolerate truck and car exhaust fumes. Heard might be going up this road. Too close to homes. Damage to land – natural park and dessert museum. Noise and light pollution. Don't want to come through Avra Valley. Thank you.			
<b>RESPONSE:</b>			
RESPONSE DATE:		RESPONSE TIME:	STAFF INITIAL:



**CONTACT RECORD – ADOT I-11 TIER 1 EIS AND ASR**

INCOMING CALL DATE: 5/4/17		INCOMING CALL TIME: 3:58 PM	
STAKEHOLDER: [REDACTED]		[REDACTED]	
[REDACTED]		EMAIL:	
<b>REMARKS/QUESTIONS:</b> Laura Douglas sent package of materials. Thank you Laura.			
<b>RESPONSE:</b>			
RESPONSE DATE:	RESPONSE TIME:	STAFF INITIAL:	



**CONTACT RECORD – ADOT I-11 TIER 1 EIS AND ASR**

INCOMING CALL DATE: 5/5/17		INCOMING CALL TIME: 12:48 PM	
STAKEHOLDER: [REDACTED]		[REDACTED]	
[REDACTED]		EMAIL:	
<b>REMARKS/QUESTIONS:</b> <p>Really against I-11. Other options include keeping trucks going 65, having zero tolerance, working on HWY 79 and 77 from Tucson to HWY 60. Those just some of things you can do. There are a few other things. Do not need to do I-11. Please call for further ideas/discuss.</p>			
<b>RESPONSE:</b>			
RESPONSE DATE:		RESPONSE TIME:	STAFF INITIAL:



**CONTACT RECORD – ADOT I-11 TIER 1 EIS AND ASR**

INCOMING CALL DATE: 5/5/17		INCOMING CALL TIME: 4:07 PM	
STAKEHOLDER: [REDACTED]		[REDACTED]	
[REDACTED]		EMAIL:	
<b>REMARKS/QUESTIONS:</b> Looking at maps for I-11, particularly the Eloy area. Would like more information on project and when the next meeting will be. Please call back.			
<b>RESPONSE:</b>			
RESPONSE DATE:		RESPONSE TIME:	STAFF INITIAL:



INCOMING CALL DATE: 5/5/17		INCOMING CALL TIME: 1:37 PM	
STAKEHOLDER: [REDACTED]		[REDACTED]	
[REDACTED]		EMAIL:	
<b>REMARKS/QUESTIONS:</b>  On board of Pima Association of Taxpayers. Concerned about routing of I-11 corridor. Goes around Tohono O'odham Nation/circumvents it. Been told the Indian Nation will not allow corridor to go through. Wondering what the case is. Would like to know if there is anything in print that says that they object. Or who to contact about why they are objecting of it. Please call back.			
<b>RESPONSE:</b>  			
RESPONSE DATE:		RESPONSE TIME:	
		STAFF INITIAL:	



**CONTACT RECORD – ADOT I-11 TIER 1 EIS AND ASR**

INCOMING CALL DATE: 5/10/17		INCOMING CALL TIME: 4:24 PM	
STAKEHOLDER: [REDACTED]		[REDACTED]	
[REDACTED]		EMAIL:	
<b>REMARKS/QUESTIONS:</b> Want to confirm if the I-11 corridor would be on Grand Avenue. Please call back.			
<b>RESPONSE:</b>			
RESPONSE DATE:	RESPONSE TIME:	STAFF INITIAL:	



**CONTACT RECORD – ADOT I-11 TIER 1 EIS AND ASR**

INCOMING CALL DATE: 5/10/17		INCOMING CALL TIME: 7:26 AM	
STAKEHOLDER: [REDACTED]		[REDACTED]	
[REDACTED]		EMAIL:	
<b>REMARKS/QUESTIONS:</b> Would like to attend meeting tonight in Casa Grande. Could you please call with meeting time and location information?			
<b>RESPONSE:</b>			
RESPONSE DATE:		RESPONSE TIME:	STAFF INITIAL:



**CONTACT RECORD – ADOT I-11 TIER 1 EIS AND ASR**

INCOMING CALL DATE: 5/12/17		INCOMING CALL TIME: 1:37 PM	
STAKEHOLDER: [REDACTED]		[REDACTED]	
[REDACTED]		EMAIL:	
<b>REMARKS/QUESTIONS:</b> Wondering where I-11 is going through. According to map, looks like it is going through my property. Would like more information as well as to understand the timeframe for the project. Please call.			
<b>RESPONSE:</b>			
RESPONSE DATE:	RESPONSE TIME:	STAFF INITIAL:	



**CONTACT RECORD – ADOT I-11 TIER 1 EIS AND ASR**

INCOMING CALL DATE: 5/12/17		INCOMING CALL TIME: 2:38 PM	
STAKEHOLDER: [REDACTED]		[REDACTED]	
[REDACTED]		EMAIL:	
<b>REMARKS/QUESTIONS:</b> Lives in Picture Rock area. Would like more information on I-11. Please call back.			
<b>RESPONSE:</b>			
RESPONSE DATE:	RESPONSE TIME:	STAFF INITIAL:	



**CONTACT RECORD – ADOT I-11 TIER 1 EIS AND ASR**

INCOMING CALL DATE: 5/13/17		INCOMING CALL TIME: 10:58 AM	
STAKEHOLDER: N/A		ADDRESS:	
PHONE: [REDACTED]		EMAIL:	
<b>REMARKS/QUESTIONS:</b> <p>Trying to use website to comment and got an error message upon trying to submit comment. How do you expect to get comments on a horrible plan. This is an outrage. Fruit of it is - why are you building a superhighway for UADS to go to Phoenix to get on underground railroad to Canada and rest of US. Instead take money from lottery to repair roads. This is the most absurd thing I have seen in AZ since the trolley car that goes three blocks and cost billions of dollars that nobody uses. Call back, if like.</p>			
<b>RESPONSE:</b>			
RESPONSE DATE:	RESPONSE TIME:	STAFF INITIAL:	



INCOMING CALL DATE: 5/13/2017		INCOMING CALL TIME: 11:01 A.M.	
STAKEHOLDER: NO NAME GIVEN		ADDRESS: NO ADDRESS GIVEN	
<div style="background-color: black; width: 100px; height: 1.2em;"></div>		EMAIL: NO EMAIL GIVEN	
REMARKS/QUESTIONS:			
It's me again. I found a message that I wrote on your non-working "submit comments" page. How dare you put up a page that doesn't work. That's absurd. Anyway, here's my comment, quoting myself. Let me try to understand this absurd proposal. 1. You want to build a superhighway for UDA's undocumented aliens to travel north from Mexico to Phoenix? 2. You want to destroy the Ironwood National Monument? 3. You want to do all this really expensive work instead repairing our totally horribly substandard roads northwest of Marana while our lottery money is all still going to Phoenix? 4. This is not as (cool) as going from Wickenburg to Mexico that makes this really expensive project so important! I think you guys are all crazy! This is like the trolley car in downtown Tucson. It doesn't do anything - nobody rides it. It cost millions and millions of bucks. Somebody made a lot of money but it doesn't serve a purpose. This is a huge project that doesn't – the only thing that I can think of is you want to have another avenue for the Highway Patrol so State Troopers can give thousands and thousands of tickets to trucks as they go north and south, and so what you're building it for is to make "ticket" money. So a photo ticket has been outlawed in Tucson, and I hope Phoenix as well. And so this is absolutely awful. Please give up this absurd plan and fix our roads!			
RESPONSE:			
RESPONSE DATE:		RESPONSE TIME:	
		STAFF INITIAL:	



**CONTACT RECORD – ADOT I-11 TIER 1 EIS AND ASR**

INCOMING CALL DATE: 5/23/17		INCOMING CALL TIME: 6:44 A.M.	
STAKEHOLDER: NO NAME GIVEN		ADDRESS: PICTURE ROCKS, AZ	
PHONE: [REDACTED]		EMAIL: NO EMAIL GIVEN	
<b>REMARKS/QUESTIONS:</b> <p>I'm calling as a resident of Picture Rocks, Arizona, zip code 85743. I oppose the I-11 through Avra Valley. It will destroy jobs in Arizona, it will destroy the environment, it will ruin the area for tourism, and I again state I oppose it. Put it down the I-10 corridor where the freeway already exists, Thank you.</p>			
<b>RESPONSE:</b>			
RESPONSE DATE:	RESPONSE TIME:	STAFF INITIAL:	



[illegible]



INCOMING CALL					
DATE:			TIME:		
5/24/17			7:31 A.M.		
STAKEHOLDER:			ADDRESS:		
NO NAME GIVEN			PICTURE ROCKS, AZ		
PHONE:			EMAIL:		
			NO EMAIL GIVEN		
<b>REMARKS/QUESTIONS:</b>					
Hi, I am a resident of Picture Rocks, and I am against the freeway through Avra Valley. If you're going to do I-11 it would be better over on I-10 when you double deck. It would change the whole environment in this area for people as well as animals and the development would not be good for this area. Thank you very much.					
<b>RESPONSE:</b>					
RESPONSE DATE:		RESPONSE TIME:		STAFF INITIAL:	



**CONTACT RECORD – ADOT I-11 TIER 1 EIS AND ASR**

INCOMING CALL DATE: 5/25/17		INCOMING CALL TIME: 3:07 P.M.	
STAKEHOLDER: [REDACTED]		[REDACTED]	
[REDACTED]		EMAIL: NO EMAIL GIVEN	
<b>REMARKS/QUESTIONS:</b> <p>I'm calling because I wanted to get my comment in on the public comment period. The proposed I-11 highway would be very harmful for animals who need to be able to cross that area safely. So I hope that this project will be reconsidered, changed, cancelled, whatever – fixed. I don't really require a call back, I just wanted to express my opinion. Thank you.</p>			
<b>RESPONSE:</b>			
RESPONSE DATE:		RESPONSE TIME:	STAFF INITIAL:



[illegible]



**CONTACT RECORD – ADOT I-11 TIER 1 EIS AND ASR**

INCOMING CALL DATE: 5/28/17		INCOMING CALL TIME: 1:34 P.M.	
STAKEHOLDER: [REDACTED]		[REDACTED]	
[REDACTED]		EMAIL: NO EMAIL GIVEN	
<b>REMARKS/QUESTIONS:</b> My name is Judy Hayes, I live in Green Valley, and I definitely vote in support of the proposed expansion of the I-19. Thank you for taking my comments.			
<b>RESPONSE:</b>			
RESPONSE DATE:	RESPONSE TIME:	STAFF INITIAL:	



[illegible]



[illegible]



**CONTACT RECORD – ADOT I-11 TIER 1 EIS AND ASR**

INCOMING CALL DATE: 5/29/17		INCOMING CALL TIME: 6:35 A.M.	
STAKEHOLDER: NO NAME GIVEN		ADDRESS: NO ADDRESS GIVEN	
PHONE: [REDACTED]		EMAIL: NO EMAIL GIVEN	
<b>REMARKS/QUESTIONS:</b> <p>Hello, I just wanted to comment on your I-11. I understand that you need another route besides 10 to get freight and whatnot through the area, but what bothers me the most is you're planning on running a freeway right next to the Saguaro National Monument. There are so many problems already with wildlife, and you're going to run a freeway through that? That just seems to me to be reckless, if not just completely wrong. So, I mean, there's got to be another route you can take. I know that's the one you want, it's obvious that's the easy one, but we need our wildlife! They have a right to be here, too. So anyway, that's my two cents worth, so thank you.</p>			
<b>RESPONSE:</b>			
RESPONSE DATE:	RESPONSE TIME:	STAFF INITIAL:	



**CONTACT RECORD – ADOT I-11 TIER 1 EIS AND ASR**

INCOMING CALL DATE: 6/2/17		INCOMING CALL TIME: 9:50 A.M.	
STAKEHOLDER: [REDACTED]		[REDACTED]	
[REDACTED]		EMAIL: NO EMAIL GIVEN	
<b>REMARKS/QUESTIONS:</b> <p>We're trying to submit a comment – we're having problems with your website, and we want to know how we can send you a Word file that doesn't have a limit, and I'm calling you up and I'm not getting a live person, so I'm kind of concerned that this is a flawed public process. So why don't you call us up and tell us what email we can send a Word document to. Thank you.</p>			
<b>RESPONSE:</b>			
RESPONSE DATE:		RESPONSE TIME:	STAFF INITIAL:



**CONTACT RECORD – ADOT I-11 TIER 1 EIS AND ASR**

INCOMING CALL DATE: 6/2/17		INCOMING CALL TIME: 6:55 P.M.	
STAKEHOLDER: [REDACTED]		[REDACTED]	
[REDACTED]		EMAIL: NO EMAIL GIVEN	
<b>REMARKS/QUESTIONS:</b> <p>I'm just calling to register my opposition to the planned siting of another interstate freeway that would go through Avra Valley. This open area contains protected open space, wildlife linkages, and also mitigation land as a result of the CAP canal. I feel that focusing on the plans for improving rail service from Phoenix would be a much better use, and would do much more to achieve the goals of moving truck traffic off the Interstate 10 and moving goods through the area. Avra Valley is not a pristine area, but it remains largely undeveloped and it has value in that way. Thank you.</p>			
<b>RESPONSE:</b>			
RESPONSE DATE:		RESPONSE TIME:	STAFF INITIAL:



**CONTACT RECORD – ADOT I-11 TIER 1 EIS AND ASR**

INCOMING CALL DATE: 6/2/17		INCOMING CALL TIME: 3:12 P.M.	
STAKEHOLDER: [REDACTED]		[REDACTED]	
[REDACTED]		EMAIL: NO EMAIL GIVEN	
<b>REMARKS/QUESTIONS:</b> <p>I am trying to reach someone because this is the last day that I can comment on the I-11. I love the material that I got at the town hall meeting, and I want to protest going through Avra Valley. I think it's C and D, in other words, the part past the Desert Museum, the national monument – Saguaro National Monument – it's now Saguaro National Park East, and if a freeway goes through, we're going to have gas stations, restaurants, it's going to mean development in Avra Valley. And we have Kitt Peak, the view from the Desert Museum is wonderful. It's just this marvelous expanse. Now if homes go up there, that's one thing, but a freeway? No. Develop more on I-10. Put another level if you have to. But do not go through Avra Valley. Thank you.</p>			
<b>RESPONSE:</b>			
RESPONSE DATE:		RESPONSE TIME:	STAFF INITIAL:



**CONTACT RECORD – ADOT I-11 TIER 1 EIS AND ASR**

INCOMING CALL DATE: 6/2/17		INCOMING CALL TIME: 1:14 P.M.	
STAKEHOLDER: [REDACTED]		[REDACTED]	
[REDACTED]		EMAIL: NO EMAIL GIVEN	
<b>REMARKS/QUESTIONS:</b> <p>I'm calling in regards to the I-11 freeway. I really don't want it in my backyard. I've been here over 30 years. The amount of diesel fumes and everything else will be trapped between the mountain ranges and will cause asthma problems, let alone the dust that goes through there where you are wanting to put it is worse than over by Picacho Peak. I know that this is probably in vain, but you all have a good day.</p>			
<b>RESPONSE:</b>			
RESPONSE DATE:		RESPONSE TIME:	STAFF INITIAL:



INCOMING CALL DATE: 6/2/17		INCOMING CALL TIME: 11:59 A.M.	
STAKEHOLDER: NO NAME GIVEN		ADDRESS: NO ADDRESS GIVEN	
PHONE: <div style="background-color: black; height: 1em; width: 100%;"></div>		EMAIL: NO EMAIL GIVEN	
REMARKS/QUESTIONS:			
Hi, I live at Sundario and Snyderville Road, and I'm disgusted to know and to learn that you're going to do a corridor on down Sundario. What about our wonderful Saguaro Monument? We depend on our winter visitors, and they bring us their money and their resources, and who wants to go to a monument that is congested with pollutant vehicles that are loud, that will also possibly scare away the natural habitat that live there? It doesn't make any sense. Another route should be adhere to on I-10, or just existing I-10. For you to go and ruin our Saguaro National Monument, and those animals, and the CAP water that is all up and down that, is ridiculous and irresponsible. Tucson already has a problem fiscally, and we do not need to scare away our winter visitors and thousands of people that come to hike here. Our mountains, our saguaros, are not normal to other people and they come – thousands of people come to see this. And who wants to go when there are a bunch of cars that are loud and – I mean, this is just ridiculous. Please call me back. This is very irresponsible of who is doing this and I know exactly who it is. Thank you.			
RESPONSE:			
RESPONSE DATE:		RESPONSE TIME:	
		STAFF INITIAL:	



**CONTACT RECORD – ADOT I-11 TIER 1 EIS AND ASR**

INCOMING CALL DATE: 6/2/17		INCOMING CALL TIME: 1:27 P.M.	
STAKEHOLDER: [REDACTED]		[REDACTED]	
[REDACTED]		EMAIL: NO EMAIL GIVEN	
<b>REMARKS/QUESTIONS:</b> <p>I am a resident of Pima County, and I am calling to oppose the I-11 corridor alternatives C and D through Avra Valley. This goes through a lot of protected lands, and the better option would be to have an expansion of the I-19 and I-10 corridors between Nogales and Wickenburg.</p>			
<b>RESPONSE:</b>			
RESPONSE DATE:	RESPONSE TIME:	STAFF INITIAL:	



## **Verbal Comments**

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ADOT Public Hearing

Held at:

Wickenburg Community Center

160 North Valentine Street

Wickenburg, Arizona

May 11, 2017

5:00 - 7:00 p.m.

Comments taken by:

Charlotte Lacey, RPR



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[REDACTED] We own about a hundred-acre ranch immediately adjacent to the Hassayampa River Preserve. And we're very much in favor of protecting the Hassayampa River Preserve, along with our property, which is essentially a private bird and nature sanctuary.

And the route, Route W, that goes right up the existing Highway 60 easement is something we're definitely against, because it will disturb so much of the nature preserve as well as all the housing and stuff that's along that corridor. We definitely like one of the blue routes like U and V.

Okay? There we go. Thank you.

[REDACTED]: And there are also some -- a lot of people don't realize this, but there are archaeological sites near the Hassayampa Nature Preserve from Native American dwellings and pottery that's left there. So if they took out the whole -- you know, they laid it over route -- whatever it is -- 60, I mean, it would take out all of that and plus all the -- the fragile wildlife. I mean, there are, like, vermilion flycatchers, which are kind of rare, and blue herons, and there are a lot of migratory birds that fly because -- through there because of the Hassayampa River. So seeing a huge freeway



1 go through there would be pretty devastating. Thank you.

2 [REDACTED]: My thought process is that T  
3 makes the most sense. Couple of standpoints. Not wanting  
4 to impact neighbors, it's -- I believe it's -- S and U  
5 come within a mile of Vista Royale. And we bought there  
6 specifically -- specifically for access to that triangle  
7 of land all the way up to 71, down to 60. If we lose  
8 access to that because this is within a mile of us, we  
9 lose access to all that land out there. And most of the  
10 folks in Vista Royale are equestrian people, and that's  
11 what they use for their equestrian activities. We also  
12 use it for ATV. That area is -- is grazed, by permit,  
13 through the state.

14 T would also allow only having to create one  
15 overpass. The existing 71/93 interchange will need to be  
16 rebuilt one way or the other. It's currently only two  
17 lanes. To make a full four-lane interstate overpass, it's  
18 going to have to be rebuilt. Why not make that the  
19 interchange between three roads and make it the access  
20 point instead of creating two interchanges that would have  
21 to be created if U or S were used? It's a flat road.  
22 Much cheaper and easier to maintain versus overpasses and  
23 interchanges. Just seems to make common sense. Thank  
24 you.

25 [REDACTED]



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[REDACTED]



1           STATE OF ARIZONA )  
2                                 ) ss.  
3           COUNTY OF MARICOPA )  
4  
5  
6

7                         I, CHARLOTTE LACEY, Certified Reporter No. 50859 for  
8           the State of Arizona, do hereby certify that the foregoing  
9           printed pages constitute a full, true, and accurate  
10          transcript of the proceedings had in the foregoing matter,  
11          all done to the best of my skill and ability.  
12

13                         WITNESS my hand this 25th day of May, 2017.  
14  
15

16                           
17                         Charlotte Lacey, RPR  
18                         Certified Reporter No. 50859  
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ADOT Public Hearing

Held at:

Buckeye Community Center

201 East Centre Avenue

Buckeye, Arizona

May 16, 2017

5:00 - 7:00 p.m.

Comments taken by:

Charlotte Lacey, RPR



1 [REDACTED]: My main concern about this  
 2 project, and all other transportation projects that the  
 3 Department of Transportation has, is that I don't like the  
 4 town -- the public hearing system. I prefer a town hall  
 5 system rather than -- this is considered an open meeting,  
 6 an open-house system. And in an open-house system, you  
 7 don't hear what other people have to say, the people  
 8 milling around, asking questions, not hearing what other  
 9 questions are being asked or what other comments are being  
 10 made. And ADOT does this for all of their transportation  
 11 projects, and I -- I am opposed to it, although I used to  
 12 work for ADOT.

13 We used to be a different system, where it  
 14 would be a town hall system where we would have a  
 15 presentation like today and exhibits like today, but  
 16 people would be able to openly ask questions before  
 17 looking at -- after looking at the exhibits and after  
 18 looking at the video, ask questions of all these  
 19 consultants who are here, because there's indications from  
 20 the video that there's some disagreement, from the  
 21 comments made by the presenter of the video. He referred  
 22 to a member of the audience a couple of times, and he  
 23 indicated that person had some concerns about part of the  
 24 route or all of the route. I don't even know.

25 I don't have any real concerns, from what I



1 can see here, about the routes. But I'd like -- I know  
2 that -- I'm a member of the Sierra Club, and the Sierra  
3 Club has some concerns about some environmental issues. I  
4 don't know what the Sierra Club's position is because we  
5 don't have an open format. We don't have a town hall  
6 format. No -- I think there's people here from the Sierra  
7 Club here, but I don't know them, and they haven't spoken,  
8 so I have no way of knowing other than if it's something  
9 they put on an e-mail.

10 And even the comments I make to you will be  
11 buried in a big, thick document, and nobody -- you know,  
12 it -- I can't even make these comments in public so that  
13 people here could hear my -- what I'm telling you. But  
14 they can't hear because I'm not allowed to speak openly.  
15 And the people who have -- Sierra Club has a lot of  
16 people. Nobody. Even people who support it, everything,  
17 you know, it would be nice to hear from them.

18 So that's my main concern. I've expressed  
19 this concern also to the Maricopa Association of  
20 Governments, and I am following up on that. They -- they  
21 owe me a response to my letter. I sent them a formal  
22 letter. They're -- they're sending me a response, and  
23 then I'll see what I'll do after that.

24 But I also will be making these comments to  
25 the state transportation board when it meets this Friday,



1 the 19th, because they have a public hearing on the  
2 five-year program -- five-year transportation program.  
3 And I will be commenting on the program.

4 You know, mostly I support it. But there  
5 are certain things I want to see emphasized, and then  
6 there are certain things -- and then I want to comment  
7 about the public hearing process, because this is an  
8 inferior process. It's not very democratic. And as a  
9 result, what happens sometimes is that it's -- it's  
10 designed too much to protect the government interests.  
11 They design -- they -- they get all the information  
12 together, and they sit in an office somewhere and do all  
13 of this, gather the information, and they're not --  
14 they're not dealing with the local people on a regular  
15 basis. They just come back with comment. But you don't  
16 know what the comments are unless people get a chance to  
17 hear what everybody is saying.

18 So yeah. That's enough. Yeah.

19 My name is [REDACTED] [REDACTED]  
[REDACTED]  
[REDACTED]

20 And I'm a community activist -- I'm a  
21 community activist and worked for ADOT for 26 years. I  
22 was a public information officer. Oh, and I was a public  
23 information officer doing the old system, where we had  
24 town hall format. And I was still employed by ADOT when  
25



1 they switched to the -- to the open-house format --  
2 open-house program, which I believe was the 1980s. So you  
3 can see how long I've been fighting for this.  
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1 STATE OF ARIZONA )  
2 ) ss.  
3 COUNTY OF MARICOPA )  
4  
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6

7 I, CHARLOTTE LACEY, Certified Reporter No. 50859 for  
8 the State of Arizona, do hereby certify that the foregoing  
9 printed pages constitute a full, true, and accurate  
10 transcript of the proceedings had in the foregoing matter,  
11 all done to the best of my skill and ability.  
12

13 WITNESS my hand this 25th day of May, 2017.  
14  
15

16  
17   
18 Charlotte Lacey, RPR  
19 Certified Reporter No. 50859  
20  
21  
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Interstate 11 Corridor Tier 1

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Nogales to Wickenburg

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Public Hearing Comments

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Tuesday, May 2, 2017

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777 West Cushing Street

12

Tucson, Arizona

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TRANSCRIPT PREPARED BY:

21

MICHAEL H. DIPPEL, RPR

Arizona CR No. 50716

22

California CSR No. 9409

COLVILLE & DIPPEL, LLC

23

1309 East Broadway Boulevard

Tucson, Arizona 85719-5824

24

520-884-9041

ArizonaDepos.com

25

Arizona RRF No. 1129



1           The following comments were made for the record  
2     by members of the public:

3  
4     [REDACTED]

5     [REDACTED]

6     [REDACTED] I've looked at the maps, and  
7     I'm primarily interested in the area from Picacho Peak  
8     south. I've looked at proposed Alignments C and D, and  
9     I'm concerned about those because of the negative impact  
10    it might have on Picacho Peak, Ironwood Forest, Saguaro  
11    National Park, Tucson Mountain Park, the water recharge  
12    areas in those locations, the impact on wildlife south and  
13    west of the San Javier District at the Tohono O'odham  
14    Nation, and the residents of the rural areas south of the  
15    San Javier District. I'm concerned about the permanent  
16    damage that those alignments might cause to those areas  
17    without a resulting significant enough benefit to justify  
18    those alignments coming through that area.

19           Some of these proposed alignments are also located  
20    in portions of the 100-year floodplain, so any  
21    construction there would absolutely need to consider the  
22    impact of both wash flooding and sheet flooding during  
23    times of winter and monsoon season rains. ADOT has been a  
24    defendant in other cases involving flood damage in the  
25    past from interstate construction that caused flooding



1 damage to neighbors of the interstate.

2

3 [REDACTED]

4 [REDACTED] I'm particularly and  
5 deeply concerned about one of the criteria that Jay just  
6 utilized in determining locations of corridors, that one  
7 being the impact on Native American reservations. They  
8 use our streets; they help pay for the streets through gas  
9 tax, and it is a colossal error, in my opinion, to not  
10 take into consideration options that might affect tribal  
11 lands, in particular, one around the area of Papago Road  
12 and I-19 going due west out to the Avra Valley. I think  
13 it's a colossal error to ignore that in the analysis.

14 There's a lot of people here that are  
15 frustrated, as residents of Avra Valley, that a corridor  
16 would be even considered over here. If you're going to  
17 consider it going and affecting these folks in Avra  
18 Valley, why in the world wouldn't you consider it  
19 affecting the reservation property? It's just not fair.  
20 I do happen to favor going through portions of Avra  
21 Valley, though.

22 The other thing I'm concerned about is, try to  
23 accommodate the collocation for other purposes.

24 Mr. Huckelberry has considered the prospect of an outer  
25 loop somewhere along -- connecting I-10 with I-19 around



1 Papago Road, south of the airport. It makes some sense,  
2 if you're going to do that, to have these two corridors  
3 marry up. Thank you.

4

5

6

7 [REDACTED] and  
8 I'm concerned about low-income compensation for the area  
9 of Sandario and Mile Wide where it shows on all of the  
10 maps that the corridor would come through. That  
11 neighborhood is economically disadvantaged. The people  
12 there have no money at all, and if they were given market  
13 value for their houses, it would be 40- or 50,000 for  
14 their acres. They would not be able to find another  
15 residence that they could have their homes and their  
16 horses and their carports for 40- or 50,000 anywhere else.

17 They need to have another home identified for  
18 them somehow. They need to not have an undue or unequal  
19 stake in -- you know, everyone in the whole state  
20 benefits, but those people would give the most and would  
21 have to sacrifice the most, and that wouldn't be fair for  
22 them to give up everything so somebody else can drive down  
23 the road.

24 So I want that to be noted somewhere. And I  
25 think that it is noted in some of the things, executive  
orders, some of the Civil Rights Act of 1964, that you



1       can't do that.  You can't do that.

2                       Now, I would also like someone to talk to us  
3       about what's going to happen to us, because we're very  
4       concerned, especially in that neighborhood, because if  
5       that alternative is chosen, everyone in that neighborhood  
6       is going to be in trouble.

7

8       [REDACTED]

9       [REDACTED]

10       [REDACTED]       I live in the Avra Valley.  I'm a  
11       biologist.  I did my graduate work here in Tucson, a field  
12       biologist, and I've been here 50-some years.

13                       I have three points:  One has to do with the  
14       need, the idea that there will be this need for  
15       transportation.  I've worked with the Forest Service in  
16       the past when they had plans to put in new campgrounds in  
17       the Chiricahua Mountains.  It turned out none of that was  
18       needed afterwards.  And we had long discussions and  
19       meetings for two years, something like that.  It never  
20       developed, and it turns out it's never been needed.

21                       So the basic idea that it's needed, I think,  
22       needs to be addressed in terms of how real is this.  It's  
23       projected on economic development and population  
24       development, and as we face things on our planet today,  
25       increased human populations and increased economic



1 activity are big negatives in terms of the environmental  
2 issues that we're facing as a civilization on this planet,  
3 point one.

4 Point two, running the highway, I-11, through  
5 the Avra Valley, there's two negative things in terms of  
6 environment, and I would like you to see I-10 and I-19 as  
7 ecological walls similar to Trump's wall on the  
8 international border. For most species, they are absolute  
9 ecological walls. The Tucson Mountains would then be  
10 encompassed, to the east and to the west, by walls that  
11 would inhibit the movement of most species of animals,  
12 vastly most species of animals. Some things could get  
13 through. Birds could fly over, and some animals, you  
14 could build pathways for them to get through and stuff,  
15 but everything else is not that way. So it isolates --  
16 biogeographically, it isolates the Tucson Mountains as an  
17 island in itself.

18 And the other aspect of the Avra Valley is that  
19 it is a region, biogeographically, that is the eastern  
20 limit to the distribution of many species from the western  
21 part of the state. These are things like sidewinders that  
22 go no further east, desert iguanas, and desert horned  
23 lizards, and there's many other things.

24 In doing the environmental analysis, you must go  
25 beyond the Arizona Game & Fish Department. They have a



1 very, very narrow agenda of what they need to address in  
2 terms of what they're doing, and you need to incorporate  
3 commentary activity from biologists who have been working  
4 in this area for decades and decades. Thank you very  
5 much.

6

7

8 [REDACTED] My  
9 comment is build it as quickly as possible.

10

11

12 [REDACTED] I work for the  
13 Tohono O'odham Nation, and I'm the coordinator for the  
14 Saguaro Harvest. And I don't think they know that there's  
15 a little pocket of land that is not tribal land except  
16 for, a couple of months a year, the deed goes over to the  
17 tribal land for the Sacred Saguaro Harvest. It is the  
18 number one most important thing that happens for the  
19 Tohono O'odham on the calendar. Their entire calendar is  
20 built around the Saguaro Harvest. Their Bringing Down the  
21 Cloud ceremony happens at the end of it, and it happens at  
22 Sandario and Mile Wide, on both sides.

23 It's the last three remaining ancestral saguaro  
24 camps in the world, and they're all right there. So I  
25 think, if they pursue C and D on this plan, they're



1 probably going to run into another Standing Rock kind of  
2 issue, because it's an endangered practice, and the last  
3 three camps that survived are there. And there's already  
4 been a huge legal battle to have the rights to harvest  
5 there, which is why it reverts to Tohono O'odham use for  
6 about three months a year every year, May, June, and July,  
7 parts of May, parts of July, but all of June, and I think  
8 that's going to be a major impact and also a political  
9 nightmare.

10 And, personally, I just want to say that I'm  
11 really opposed to C and D, but I wholeheartedly support  
12 the endeavor with the stacked I-10 on B using the existing  
13 corridors. I wholeheartedly support that.

14

15

16 [REDACTED]. I'm opposed  
17 to the C and D proposed alternatives and think that it  
18 would be better to use the existing corridors. The C and  
19 D proposed corridors would impact the Central Arizona  
20 Water Project, the Saguaro National Monument, Desert  
21 Museum, the Tucson Mountain Park, all of which I'm deeply  
22 involved in.

23

24

25 [REDACTED].



1 I'll just stick with the basics. I think that C and D  
2 should be eliminated mainly because of the area that it  
3 goes through. I believe that there aren't any viable  
4 roads to really expand on. They didn't even comment on  
5 that part. The stacked highway, or however they're  
6 stating it, would be a much more viable option. I think  
7 that it would save a lot of money, and there's no  
8 opposition from any people living on that side of the  
9 Tucson Mountains that I know of. I know lots of people  
10 who live in the Tucson Mountains, including the Tohono  
11 O'odham Nation.

12 I think that's pretty basic. That's it. That's  
13 really the only thing. Everything else, I mean, I don't  
14 really have any comment on because I'm not in that area  
15 specifically, but those two areas are special to many  
16 people that I know and also a lot of people that are here  
17 tonight.

18 And I also would really have appreciated it to  
19 be more of an actual meeting where there was comments and  
20 some feedback and questions that were answered by the  
21 public. I didn't realize it was going to be just  
22 information gathering. But, anyway, that's my comment.  
23 Thank you very much.

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[REDACTED]

[REDACTED]

My concerns or questions

are regarding this process. It was presented as a hearing, a public hearing, and there was no opportunity for the public to speak and share their concerns, questions, and expertise, and so I feel like this was not a public meeting at all. It was a one-way informational format offered by the consultants for ADOT.

My primary concern is the wildlife corridor and protecting the natural environment. And so how they are going to protect the endangered species as well as the nonendangered species, that information hasn't been shared.

[REDACTED]

[REDACTED]

They've missed one major alternative, which is having the truck traffic from Nogales to Canada placed on railroads. All the truck trailers go on the railroads. The semi trucks can go on the railroads. They can add additional railroad beds, and they have the trucking companies pay for all the railroad additions. Then they have terminals so that, if a truck has to drop its load at a certain city, then the railroad terminal drops off that semi truck at that city and it goes and makes its deposit.



1 Same thing as Walmart already does using the hybrids.

2 So the road pollution, diesel fumes would be  
3 cut. The road noise would be cut because the trains would  
4 be carrying all the trucks. The road wear would be  
5 radically decreased. One loaded semi truck is equal to  
6 the road wear of 10,000 average cars, so the road wear in  
7 our highway systems is done by semi trucks, not by cars,  
8 and we pay -- the car people pay for the roads. The semi  
9 trucks pay a pittance.

10 So that's an option. The whole option of  
11 putting the semi trucks and trailers on the railroads  
12 should be studied and included. Thank you.

13

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18 So I would like to comment on the fact that  
19 there was no open question period after his presentation.  
20 I understand that some people have very individualistic  
21 questions and that it would be better for them to be  
22 handled one on one, but he stressed that this is an open,  
23 democratic process, and I find no opportunity for at least  
24 15 to 20 minutes of open questions that might be general  
25 questions that might be of interest to everyone. I think



1 that is problematic.

2 So for the future, these things should have at  
3 least a brief open question even if they say try to make  
4 them general questions and not specific, individual  
5 questions. There were a few terms he used that I didn't  
6 understand the meaning of, and there wasn't even an  
7 opportunity to ask about that.

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My comment is on my concern that we are building  
for the past. The interstate system was developed in the  
'50s and '60s, and we are looking at the future, and I  
don't see clear rail alternatives being presented.  
Freight, as a part of the multimodal/intermodal, is  
recognized, but no passenger rail. We need to include  
passenger rail. If it's going to go all the way from  
Guaymas to Las Vegas, Las Vegas to L.A., L.A. to San Diego  
eventually, we have an opportunity for a regional rail  
system. This could be an important segment of that.

It's important, when doing the selection  
criteria, how that criteria is written, because that  
criteria then determines the answer. There is no explicit  
criteria to allow for passenger rail in the criteria. In



1 the build/no build option, part of that no build,  
2 especially in new areas, should include no build if you  
3 can put rail to reduce the projected traffic volumes.  
4

5

6 [REDACTED] Basically,  
7 anything they do between here and Phoenix should be rail  
8 instead. There's no need to add a new highway or make  
9 extra lanes in the highway. They're already planning to  
10 widen I-10, so it just seems a little bit extra to be  
11 doing all this when they could just give us commuter rail  
12 instead and eliminate all the extra pavement. That's what  
13 we want to see, so give us that option. They've already  
14 done, I think, a Tier 1 assessment for that, so quit  
15 wasting our time. Give us what we need. Invest in  
16 transit instead. We've got enough freeways.

17

18

19 [REDACTED] I have been living in Tucson  
20 since 1958, and the Avra Valley area is very important to  
21 me. I stand on an outlook at the Desert Museum and look  
22 out across this wonderful open space to Kitt Peak, and all  
23 of the animals have free access back and forth across the  
24 valley. It's quiet. It's pastoral. And then I look at  
25 this proposed route C and D, and I see trucks driving



1 across this landscape; I see gas stations and all of the  
2 facilities that go with a freeway.

3 We can't say it's not going to happen, because  
4 it probably will. And I am heartsick. My feeling is that  
5 we have I-10. The land has already been -- you know, it's  
6 been purchased. We have access roads. There could be an  
7 elevated highway above the access roads, or a two-tier  
8 over the existing I-10.

9 Now, I understand that, in other cities, they  
10 object to this because it cuts the city in half. But our  
11 downtown area is all to the east of I-10, so there is not  
12 that problem.

13 My feeling is that the money and the effort  
14 should be spent in developing and improving the I-10  
15 corridor. I think the impact in the Avra Valley would be  
16 awful. I think it would affect tourism. It would take  
17 money from the Tucson area, the businesses along I-10, and  
18 develop businesses in an area that should not be built up.

19 Also, we have floodplains. We have water -- I  
20 mean the CAP, and so I think Tucson -- I suspect that  
21 there might be pollution. There's a possibility of  
22 pollution there.

23 All told, bad idea. C and D, bad.

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[REDACTED]

[REDACTED]

[REDACTED]. And I watched these plans, for years, be formulated. I think the alternatives through Avra Valley are a good plan rather than super expanding the 10 corridor through Tucson, which is already congested enough. That's it.

(The public hearing concluded at 7:00 p.m.)



CERTIFICATE OF REPORTER

STATE OF ARIZONA     )  
                                  )     ss:  
COUNTY OF PIMA     )

I, MICHAEL H. DIPPEL, a Certified Reporter in the State of Arizona, do hereby certify that the foregoing public comments were taken before me in the County of Pima, State of Arizona; that the comments offered were taken down by me in shorthand and thereafter reduced to typewriting; that this transcript is a full, true, and accurate record of the public comments, all done to the best of my skill and ability; that the preparation, production and distribution of the transcript and copies of the transcript comply with the Arizona Revised Statutes and in ACJA 7-206(F)(3); ACJA 7-206 J(1)(g)(1) and (2); and ACJA 7-206 J(3)(b.).

I FURTHER CERTIFY that I am in no way related to any of the parties nor am I in any way interested in the outcome hereof.

IN WITNESS WHEREOF, I have set my hand in my office in the County of Pima, State of Arizona, this 15th day of May, 2017.



---

MICHAEL H. DIPPEL, RPR, CR No. 50716



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Interstate 11 Corridor Tier 1  
Nogales to Wickenburg  
Public Hearing Comments

Wednesday, May 3, 2017  
5:00 p.m.  
Marana, Arizona

Transcript Prepared by Kimberley W. Gauthier  
Certified Court Reporter No. 50767  
Colville & Dippel, LLC  
1309 E. Broadway  
Tucson, AZ 85719-5824  
(520) 884-9041 FAX (520) 623-1681  
Reporter Agency Firm No. R1129



1                   After an informational presentation by  
2           ADOT, the following comments were made by the  
3           public:

4           [REDACTED]: Noise pollution is very  
5           important to us in Avra Valley. Avra Valley is a very  
6           quiet range. Any impact of traffic spreads noise  
7           throughout the entire valley. We can hear sounds off  
8           of streets two to three miles away from existing roads  
9           at our residence. If a freeway comes through, that  
10          would extend that range. Any option of a freeway  
11          through Avra Valley will poison the entire valley with  
12          noise, making it a place we won't want to live  
13          anymore. And it's not just a 2,000 foot corridor.  
14          The noise pollution would impact miles in each  
15          direction, taking up the entire valley.

16          [REDACTED]: I want to know, how  
17          do we make our voice heard? We are a community that  
18          wants to stop the I-11 corridor coming through Avra  
19          Valley. How do we make ourselves heard? I'm impacted  
20          by a dump, now I'm impacted by a freeway. We are  
21          right next to the proposal of the I-11, and we do not  
22          like it. There's a room full of people here not  
23          liking it. How do we be heard?

24          [REDACTED]: Okay. I think  
25          there are a lot of people and animals that live in



1 Avra Valley, particularly, which is the southern route  
2 most preferred, I think, who moved out there because  
3 it's a quiet rural area. The impact of a freeway in  
4 Avra Valley will ruin the lifestyle for all of the  
5 current inhabitants, animals, the environment, the  
6 tourism, including the Desert Museum, the Sonoran  
7 National Monument and park -- which, by the way, is  
8 seeing about a 300-percent growth rate in tourism,  
9 which means money to our economy. That will all go  
10 away or be hampered by this freeway.

11 And I think most of the residents  
12 really feel that this freeway through that particular  
13 area is all for future development of sprawl of the  
14 outlying area of Tucson, which they can get to now and  
15 have for the developers to get rich, and because they  
16 can impact fewer people that are living out there now.  
17 They feel it's going to be an easy journey to make a  
18 road through the valley at this time.

19 There's no one I know in Avra Valley  
20 -- and I've spoken to many people and neighbors --  
21 that's in favor of this. So to say that this is going  
22 to benefit anyone other than developers and future  
23 people who might decide to live out there once there's  
24 a freeway, is ridiculous.

25 If we're simply providing access to



1 more land, why not just use the existing road, where  
2 there is already a freeway, and let people who choose  
3 to near a freeway, as it exists, say there or move  
4 there? Those of us who chose to drive every day out  
5 to a rural area to live because we enjoy that  
6 lifestyle do not want a freeway through our Avra  
7 Valley. Thank you.

8 [REDACTED]: I would like to say anyone  
9 who's going to be affected -- homeowners that could be  
10 affected by these proposed corridors -- whether they  
11 could be, whether it's A, B, C, D, or whatever. They  
12 can get it from the tax records who those homeowners  
13 are -- they ought to send them a letter notifying them  
14 about meetings and what the possibilities are, because  
15 it's going to affect a lot of people.

16 We've been 13 years, and today is the  
17 first time I've heard about anything to do with this.  
18 And it's coming right up Sandario, right near our  
19 house. So it would have been possible that we didn't  
20 hear about it until it was too late, and there's going  
21 to a be lot of people that are in that mode. So the  
22 county or somebody should provide a letter in the mail  
23 to any homeowner that's possibly affected by this.  
24 That's my only comment.

25 [REDACTED]: Okay. First, I've lived



1 out here since 1971 in the Picture Rocks area. The  
2 CAP went through here in a similar fashion, and it  
3 happened, regardless. I feel that this is going to  
4 happen, regardless. Whatever. All of this that goes  
5 on. What do I call it? You've got to do what you got  
6 to do to appease the people, but I feel it's a done  
7 deal to our area, and Picture Rocks, in any event.

8 They've got two of them now. There was  
9 one originally going down Sandario Road. Now it  
10 appears that they're going to have one or two  
11 different ones; one on Sandario Road and one on  
12 Sanders Road, which is parallel pretty much to  
13 Sandario, but further south.

14 My comment is it is just mind-boggling  
15 to put the Canadian-Mexico corridor, freeway, whatever  
16 you want to call it, through an environmentally  
17 sensitive area that's not established yet -- but they  
18 have proposals to do that -- when they have an already  
19 built freeway called I-10. They could double-deck it  
20 and keep the heavy stuff up there, and have the  
21 regular traffic below, or either way, either or. It  
22 would be a third of the cost, probably, because you  
23 wouldn't have to have lawyers involved with land  
24 grants and doing all these things you have to do to  
25 get the land you want.



1 I understand that you Hughes Missile  
2 Sites, which isn't mentioned anywhere, is a roadblock  
3 for this because it would be too close to I-10, or the  
4 Nogales Highway -- not Nogales, but I-19. So nothing  
5 has been mentioned about that. Maybe that's why I  
6 come through Picture Rocks, to get around that. They  
7 don't want to talk about that. That's a national  
8 security problem. They're not bringing that up to  
9 anybody. I haven't heard anyone say anything about  
10 it.

11 But anyway, I probably won't be here  
12 when this happens, but my grandchildren and my  
13 children might be. I'd like to keep our area pristine  
14 and as environmentally beautiful as it has been. And  
15 this will ruin it. It will absolutely ruin it. I  
16 appreciate it.

17 [REDACTED]: They need to channel  
18 their presentations to be about issue that we should be  
19 talking about. So the real issue we're discussing is  
20 what kind of community do we want to be? If an  
21 interstate comes to our community, it will take away  
22 jobs that are already existing right now. It might  
23 create more in the future. I understand that. But it  
24 will completely change the dynamic of our community.  
25 So that's one issue.



1                   Two, I was told that they have no  
2     preference for which route that they ultimately are --  
3     well, there's no preference for a route of the routes  
4     that they have proposed. Nonetheless, in the  
5     presentation, the focus was strictly and almost  
6     entirely on C&D, the alternate, not the one that goes  
7     through I-10 and 19. So you know, you'll have to  
8     excuse us if we don't they're a little biased. And I  
9     don't know. I mean, I just extract that from the  
10    presentation.

11                  Another thing is, they talk about  
12    environmental impacts. If they go with C&D -- I'm a  
13    biologist. There are environmental impacts much more  
14    so than if they stick with what exists. That's just  
15    common sense. So scratching our backs, telling us all  
16    about environmental impacts, it's just seems silly.  
17    Yeah, if you put a barrier -- an interstate is a  
18    substantial barrier between two -- like a national  
19    monument and a national park -- that will directly  
20    affect the wildlife populations.

21                  People that live in this community --  
22    and myself, as a biologist, I am biased toward the  
23    wildlife. That is something that needs to be  
24    discussed in greater detail. Like them trying to  
25    acknowledge that Oh, we're abiding by the law, and



1     talking about 1969, the acts that were put in place  
2     and why they were, it's fluff.

3                     The main point of the discussion is  
4     what kind of community do we want to be? And if we're  
5     talking about even economic growth, there's other ways  
6     we can do that. One thing that is for sure is, we  
7     cannot have a healthy economy if we don't have healthy  
8     natural resources.

9                     One last word: On their maps, they  
10    just -- they detail just the highways, because that is  
11    the primary focus of conversation. One thing that's  
12    undeniable is, when there's additional roads, like an  
13    additional highway going through, that leads to  
14    additional roads. So one thing they're not projecting  
15    in all their projections is the additional roads that  
16    will come from an interstate.

17                    So we can talk about the environmental  
18    impacts of just the interstate alone all we want. But  
19    the reality is, the environmental impact is  
20    incomplete. We cannot predict what the environmental  
21    impact will be of the additional people, the  
22    additional roads, the additional use of natural  
23    resources, the additional pollution. These are just  
24    unavoidable things. We can mitigate them, but we  
25    can't just say they're not going to be a factor at



1 all.

2 So that's another realistic point they  
3 need to discuss when they talk to these communities.  
4 I mean, I know there's thing I know that I can point  
5 out like this. But there's things I don't know that I  
6 want to hear from the community members that I can't  
7 because they won't give us a public platform.

8 (Public comments concluded at 7:00 p.m.)

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1 CERTIFICATE OF REPORTER.

2 State of Arizona           )  
  ) ss.  
3 County of Pima           )

4           Be it known that the foregoing comments were taken  
5 before me; that the foregoing pages are a full, true and  
6 accurate record of the proceedings, all done to the best of  
7 my skill and ability; that the proceedings were taken down  
8 by me in shorthand and thereafter reduced to print under my  
9 direction.

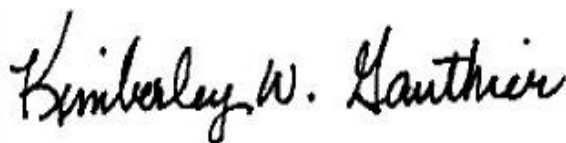
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Kimberley W. Gauthier, RPR  
Certified Reporter  
Arizona CR No. 50767

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Interstate 11 Corridor Tier 1

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Nogales to Wickenburg

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Public Hearing Comments

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Thursday, May 4, 2017

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1905 North Apache Boulevard

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Nogales, Arizona

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TRANSCRIPT PREPARED BY:

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MICHAEL H. DIPPEL, RPR

Arizona CR No. 50716

22

California CSR No. 9409

COLVILLE & DIPPEL, LLC

23

1309 East Broadway Boulevard

Tucson, Arizona 85719-5824

24

520-884-9041

ArizonaDepos.com

25

Arizona RRF No. 1129



1           The following comments were made for the record  
2     by members of the public:

3  
4     [REDACTED]

5     [REDACTED]

6     [REDACTED]     And I do support having the I-19 corridor  
7     remain as it is up to the border, the Santa Cruz County  
8     borderline, and then connecting to Alternative C and -- I  
9     think it was F. And I think Alternative C connects to F  
10    past Casa Grande, and then it connects to the I-10.  
11    That's what I think would be good for the Mexican trucks.

12           And the other concern I want to point out is,  
13    something has to be considered with the checkpoint, the  
14    border patrol checkpoint, because the traffic -- the  
15    trucks during the produce season, it just backs up for  
16    miles, and you have to sit there to get through the  
17    checkpoint. So that should be addressed, the checkpoint.

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19                   (Public hearing concluded at 7:00 p.m.)  
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CERTIFICATE OF REPORTER

STATE OF ARIZONA     )  
                                  )     ss:  
COUNTY OF PIMA     )

I, MICHAEL H. DIPPEL, a Certified Reporter in the State of Arizona, do hereby certify that the foregoing public comments were taken before me in the County of Santa Cruz, State of Arizona; that the comments offered were taken down by me in shorthand and thereafter reduced to typewriting; that this transcript is a full, true, and accurate record of the public comments, all done to the best of my skill and ability; that the preparation, production and distribution of the transcript and copies of the transcript comply with the Arizona Revised Statutes and in ACJA 7-206(F)(3); ACJA 7-206 J(1)(g)(1) and (2); and ACJA 7-206 J(3)(b.).

I FURTHER CERTIFY that I am in no way related to any of the parties nor am I in any way interested in the outcome hereof.

IN WITNESS WHEREOF, I have set my hand in my office in the County of Pima, State of Arizona, this 15th day of May, 2017.



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MICHAEL H. DIPPEL, RPR, CR No. 50716